

<h1>Application No. 7</h1> <p>Commission District 7</p> <p>Community Council 11</p>

APPLICATION SUMMARY

Applicant/Representative(s):	Kendall Associates I, LLLP/Stanley B. Price, Esq., Brian S. Adler, Esq., Eileen Ball Mehta, Esq., & Leah Aaronson, Esq.
Location:	Generally between SW 88 Street (N. Kendall Drive) and SW 104 Street (Killian Parkway) and between SW 127 Avenue and SW 137 Avenue
Total Acreage:	±168.13 Gross Acres; ±168.13 Net Acres
Current Land Use Plan Map Designation:	"Parks and Recreation"
Requested Land Use Plan Map Designation and other changes as originally filed:	<ol style="list-style-type: none">1. Redesignate the site to "Low-Medium Density Residential (6 to 13 dwelling units per gross acre)"2. Add language to the Parks and Recreation text on page I-52 of the Land Use Element3. Release Declaration of Restrictions recorded in Official Records Book 5891 and Page 6334. Add the proffered Declaration of Restrictions in the Restrictions Table in Appendix A of the CDMP Land Use Element, if accepted by the Board of County Commissioners
Amendment Type:	Standard
Existing Zoning District/Site Condition:	GU (Interim)/unmaintained golf course

RECOMMENDATIONS

Staff:	TRANSMIT WITH THE PROFFERED DECLARATION OF RESTRICTIONS (Revised January 2017)
West Kendall Community Council (11):	NO QUORUM (November 28, 2016)
Planning Advisory Board (PAB) Acting as the Local Planning Agency:	DENY AND DO NOT TRANSMIT (December 7, 2016)
Board of County Commissioners:	TO BE DETERMINED (January 25, 2017)
Final Action of Board of County Commissioners:	TO BE DETERMINED (April 2017)

Staff analyzed Application No. 7 (Calusa Golf Course property), filed in the May 2016 Cycle of applications to amend the Comprehensive Development Master Plan (CDMP), and issued its recommendation in November 2016. Subsequent to the publication of the Department's initial recommendation, the Applicant made several changes to the application to address points raised in the Department's Initial Recommendations contained herein on pages 7-2 through 7-5. Application No. 7 as originally filed included four requests, three requests seeking amendment to components of the CDMP Land Use Element and one addressing a zoning covenant (recorded in Official Records Book 5891 and Page 633). The Applicant has modified one request and withdrew two others including the request relating to the referenced zoning covenant. The four (4) original requests are shown below with the Applicant's changes reflected in strikethrough and underlined text.

Application requests with Applicant's Changes:

1. Redesignate the site to "~~Low-Medium Density Residential (6 to 13 dwelling units per gross acre)~~" "Low Density Residential (2.5 to 6 dwelling units per gross acre)"
[Change made through letter from the Applicant dated December 2, 2016]
2. ~~Add language to the Parks and Recreation text on page I-52 of the Land Use Element~~
[Change made through letter from the Applicant dated November 23, 2016]
3. ~~Release Declaration of Restrictions recorded in Official Records Book 5891 and Page 633~~
[Change made through letter from the Applicant dated November 23, 2016]
4. Add the proffered Declaration of Restrictions in the Restrictions Table in Appendix A of the CDMP Land Use Element, if accepted by the Board of County Commissioners
[Most recently proffered version of covenant date stamped January 6, 2017]

Revised Initial Recommendation

Staff recommends to **TRANSMIT WITH THE PROFFERED DECLARATION OF RESTRICTIONS** the *revised* proposed amendment to the Comprehensive Development Master Plan (CDMP) Adopted 2020 and 2030 Land Use Plan (LUP) map based on the following reasons:

- The Applicant's withdrawal of requests 2 and 3 outlined above addresses the concerns raised by staff in Principal Reasons 1 and 2 herein on pages 7-2 and 7-3.
- The most recently proffered Declaration of Restrictions (covenant) and Conceptual Plan, date stamped January 6, 2017, require a minimum 50 percent parks, recreation and open space, in accordance with CDMP requirements for the redevelopment of privately-owned golf courses designated as Parks and Recreation. This change addresses the concern about the lack of an adequate amount of parks, recreation and open space raised in Principal Reason 3 herein on page 7-3.
- The maximum number of residential units has been reduced in the recently proffered covenant to 670 from 1,100 units, which will be less intrusive on the surrounding neighborhood. This begins to address concerns regarding compatibility raised in Principal Reason 4(iii) herein on page 7-4. However, the Applicant still needs to demonstrate to the satisfaction of the Department that the projected impact to the tranquility and character of the existing neighborhood, including traffic impacts on internal circulation, are identified and adequately mitigated.
- The recently proffered covenant requires the property owner to provide to the County an assessment of the potential impacts to endangered species toward addressing staff's

concerns regarding impacts to threatened and endangered species raised in Principal Reason 4(iv) on page 7-4 herein.

Staff's original recommendation and analysis of Application No. 7 as published in November 2016 are presented herein beginning on page 7-2.

Original Initial Recommendation

Staff recommends to **DENY AND DO NOT TRANSMIT** the proposed amendment to the Comprehensive Development Master Plan (CDMP) Land Use Element text and Adopted 2020 and 2030 Land Use Plan (LUP) map and request for release of an existing zoning Declaration of Restrictions (covenant). The requested change to the Land Use Element is to add language to the Parks and Recreation land use category text on page I-52 and to add the proffered covenant to the Restrictions Table in Appendix A of the Land Use Element. The application seeks to redesignate the site from "Parks and Recreation" to "Low-Medium Density Residential (6 to 13 dwelling units per gross acre)". Staff's recommendation is based on the following reasons:

Principal Reasons for Recommendation

1. To facilitate the development of the ±168-acre application site, the application requests a change to the CDMP Land Use Element text and the release of a zoning Declaration of Restrictions (covenant). In staff's opinion, both requests are inappropriate and inconsistent with the County's CDMP amendment and zoning processes. The Applicant intends to develop the site with 1,100 residential units and thereby requests redesignation of the site from "Parks and Recreation" to "Low-Medium Density Residential" (6 to 13 dwelling units per gross acre), which would allow a maximum 2,185 residential units, and has proffered a covenant limiting development on the property to a maximum of 1,100 units. However, even if the redesignation is approved, the zoning of the subject property is restricted by an existing covenant recorded in March 1968 (the 1968 Covenant) in the County's Official Record Book 5891 and Page 633 that was proffered to fulfill a condition of zoning approval as required by Resolution 3-ZAB-342-67. (See Background on page 7-11 and Existing Zoning Declaration of Restrictions on Appendices page 105).

The Applicant requests a change to the "Parks and Recreation" land use category text that would allow the Board of County Commissioners to release the 1968 Covenant, or other covenant accepted through zoning approval for any property designated "Parks and Recreation". The Applicant's proposed change is presented in underlined text as follows:

"An applicant for redesignation of property from "Parks and Recreation" to a residential designation may include a request to vacate and/or release a restriction imposed, proffered, or accepted in connection with a County action affecting the use of the property. The approval of such application shall operate to vacate and/or release the County's interest in any restriction so imposed, proffered, or accepted that restricts residential development or otherwise requires a use other than residential development."

The Applicant further requests release of the 1968 Covenant based on this new text. The Applicant's requested release of the 1968 Covenant and change to the "Parks and Recreation" text proposes to use a CDMP amendment application to modify a prior zoning action. This proposed text change and the requested release of the 1968 Covenant are inappropriate and are inconsistent with the County's legislative CDMP amendment process and quasi-judicial zoning process.

2. The Applicant's proposed text amendment to the Parks and Recreation land use category is contradictory to and inconsistent with the CDMP Statement of Legislative Intent, which is also adopted in Section 2-114(c) of the Code. Statements Nos. 1, 3, and 5, presented below, recognize that the CDMP is not a substitute for the appropriate zoning and/or land development application processes.

- (1) Nothing in the CDMP shall be construed or applied to constitute a temporary or permanent taking of private property or the abrogation of vested rights as determined to exist by the Code of Miami-Dade County, Florida.
- (3) The CDMP is intended to set general guidelines and principles concerning its purposes and contents. The CDMP is not a substitute for land development regulations.
- (5) The CDMP is not intended to preempt the processes whereby applications may be filed for relief from land development regulations. Rather, it is the intent of the Board of County Commissioners that such applications be filed, considered and finally determined, and that administrative remedies be exhausted, where a strict application of the CDMP would contravene the legislative intent as expressed herein.

Approval of the application as filed would be contrary to and inconsistent with the CDMP, as the proposed to the Parks and Recreation text would introduce an internal inconsistency into the CDMP. The requested release of the 1968 Covenant cannot be addressed in the CDMP application and must instead be addressed through the zoning process.

3. The application does not demonstrate how the proposed residential development on the ±168.13-acre golf course and country club site will maintain the tranquility and character of the adjacent neighborhood consistent with Policy LU-4C of the CDMP Land Use Element. Policy LU-4C requires residential neighborhoods be protected from intrusion by uses that would disrupt or degrade the tranquility, character and welfare of the neighborhood by creating such impacts as excessive density and traffic, among others. As discussed in Principal Reason No. 1 above, the application site is restricted to a golf course and the operation of a country club for ninety-nine years until year 2067. Furthermore, the “Parks and Recreation” land use category requires certain conditions be met for development to be authorized on golf courses or open spaces restricted by covenant. One such condition is the maintenance of between 50 and 66% of such golf courses or open spaces for the benefit the neighborhood residents. The land use category text states “...not less than two-thirds (2/3) of the land, or such other proportion deemed appropriate by the Miami-Dade Board of County Commissioners or relevant Community Zoning Appeals Board, but in no event less than fifty percent (50%) of such land shall be maintained as park, recreational or open space for use by the residents...” (See the “Parks and Recreation” land use category text excerpt under Background on page 7-11 herein.)

The application presents that the proposed housing development on the site would help to accommodate the County’s projected population growth and would further County policy for infill development while alleviating the need for expansion of the Urban Development Boundary. The application also states that the maintenance of the application site as a golf course is not economically viable and thereby the golf course operation ceased in 2011. Staff acknowledges that if the golf course and country club use of the property is not viable, then some sort of development will be sought for the property, such as the development proposed by the applicant. While staff generally supports the expansion of the County’s housing supply, the need to maintain open space for the residents is also recognized and thereby recommends a minimum of 50% of the golf course property be kept as open space. The Applicant’s proffered covenant includes a Conceptual Site Plan indicating that 48.3% of the property would be retained as open space almost half of which includes areas within rights-of-way, such as roadway pavement—roadway pavement should not be counted as open space. The Applicant’s proffered covenant and Conceptual Site Plan must demonstrate that the recommended 50% of the golf course property would be retained as open space with a

mechanism for its upkeep and that the tranquility and character of the neighborhood would be maintained.

4. CDMP Land Use Element Policy LU-8E requires LUP map amendment applications to be evaluated according to factors such as (i) the ability of the proposed amendment to satisfy a deficiency in the LUP map to accommodate projected population or economic growth of the County, (ii) impacts to County facilities and services, (iii) compatibility with abutting and nearby land uses, (iv) impacts to environmental and historical resources, and (v) the extent to which the proposed land use would promote transit ridership and pedestrianism pursuant to Objective LU-7 and associated policies. Each factor is discussed below.
 - i. *Need to Accommodate Economic or Population Growth:* Approval of the application would increase the residential land supply within the analysis areas (Minor Statistical Areas 6.1 and 6.2) where the application site is located. The annual average residential demand in this Analysis Area is projected to increase from 817 units per year in the 2015-2020 period to 855 units in the 2025-2030 period. An analysis of the residential capacity by type of dwelling units shows the depletion of single-family units occurring in 2016 and for multi-family in 2023 (See Table 7A below). The supply of residential land for both single-family and multi-family units is projected to be depleted by the year 2017. If the application is approved, the capacity for residential land supply would be increased by approximately 1,100 residential units, which would extend the projected depletion year by approximately 1.5 years.
 - ii. *Public Facilities and Services:* The impacts that would be generated from the maximum allowable development on the application site, if approved, would not cause a violation in the level of service standards for public services and facilities, although localized traffic impacts may affect the internal circulation on roads in the vicinity of the application site.
 - iii. *Compatibility:* The requested redesignation of the property and the maximum potential development of 1,100 residential units, as limited by the proffered covenant, could be incompatible with the single family properties in the abutting and adjacent neighborhood. The proposed development has only two points of access and could thereby impact the internal circulation within the existing neighborhood and has the potential to negatively impact the tranquility and character of the neighborhood. The abutting properties surrounding the site and the adjacent properties beyond the Calusa Club Drives to the east, south, and west of the application site are designated "Low Density Residential" on the LUP map and are developed with single family homes and an elementary school (the Calusa Elementary School) to the west of the application site. To the north beyond single family residences and North Calusa Club Drive are properties designated "Low-Medium Residential" and developed with townhomes, apartments, offices and retail.
 - iv. *Environmental and Historic Resources:* The subject application, if approved, would not impact environmental, historic or archaeological resources but could impact environmental resources. The proposed development site contains tree resources including specimen tree resources (trees with a trunk diameter at breast height of 18 inches or greater). Specimen tree are to be preserved pursuant to 24-49.2(II)(2) of the Code and Policy CON-8A of the CDMP Conservation Aquifer Recharge and Drainage Element (See Environmental Conditions section on page 7-15.)

The subject property is located within the Core Foraging Area (CFA) of the federally threatened wood stork and provides a combination of land and open water that is similar

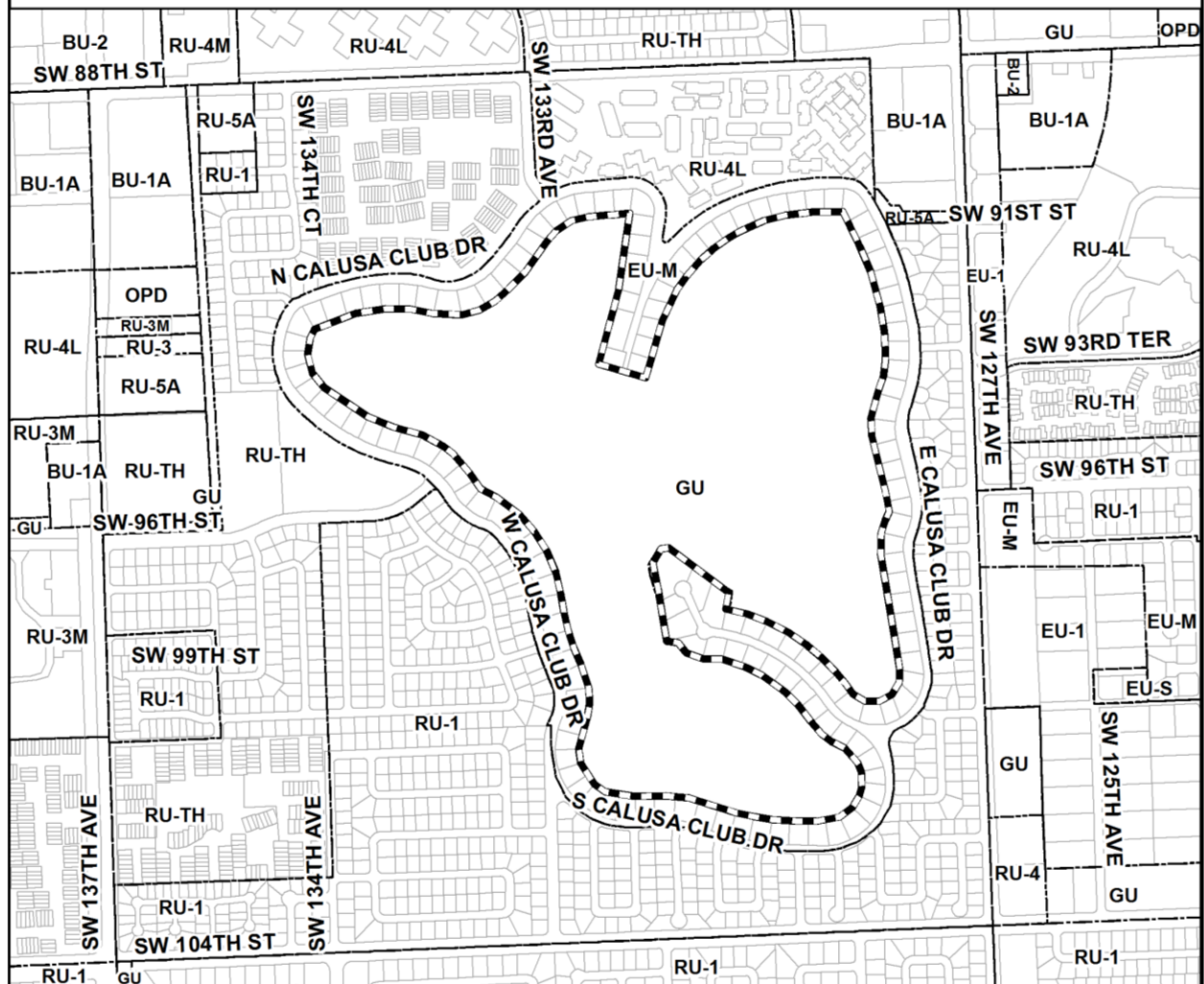
to other sites in Miami-Dade County where foraging or roosting by the federally endangered Florida bonneted bat has been documented. Therefore, the applicant shall provide an acceptable Endangered Species Survey to determine the absence or presence of listed wildlife species on the property.

- v. *Transit Ridership and Pedestrianism*: While the general application area is served by Metrobus Routes 88, 104, and 137 that provide local route services, Metrobus 288 that provides both Express Feeder services to Metrorail, approval of the application and development of the site with the proposed 1,100 residential units, would not support transit ridership and pedestrianism. Although portions of the application site are within a ¼ mile of a transit stop or a bus route, the development has only two proposed access points that are approximately ½ mile or more away from the nearest bus stop.

APPLICATION NO. 7 AERIAL PHOTO



APPLICATION 7 ZONING MAP



APPLICATION AREA

Source: Department of Regulatory and Economic Resources
July 2016

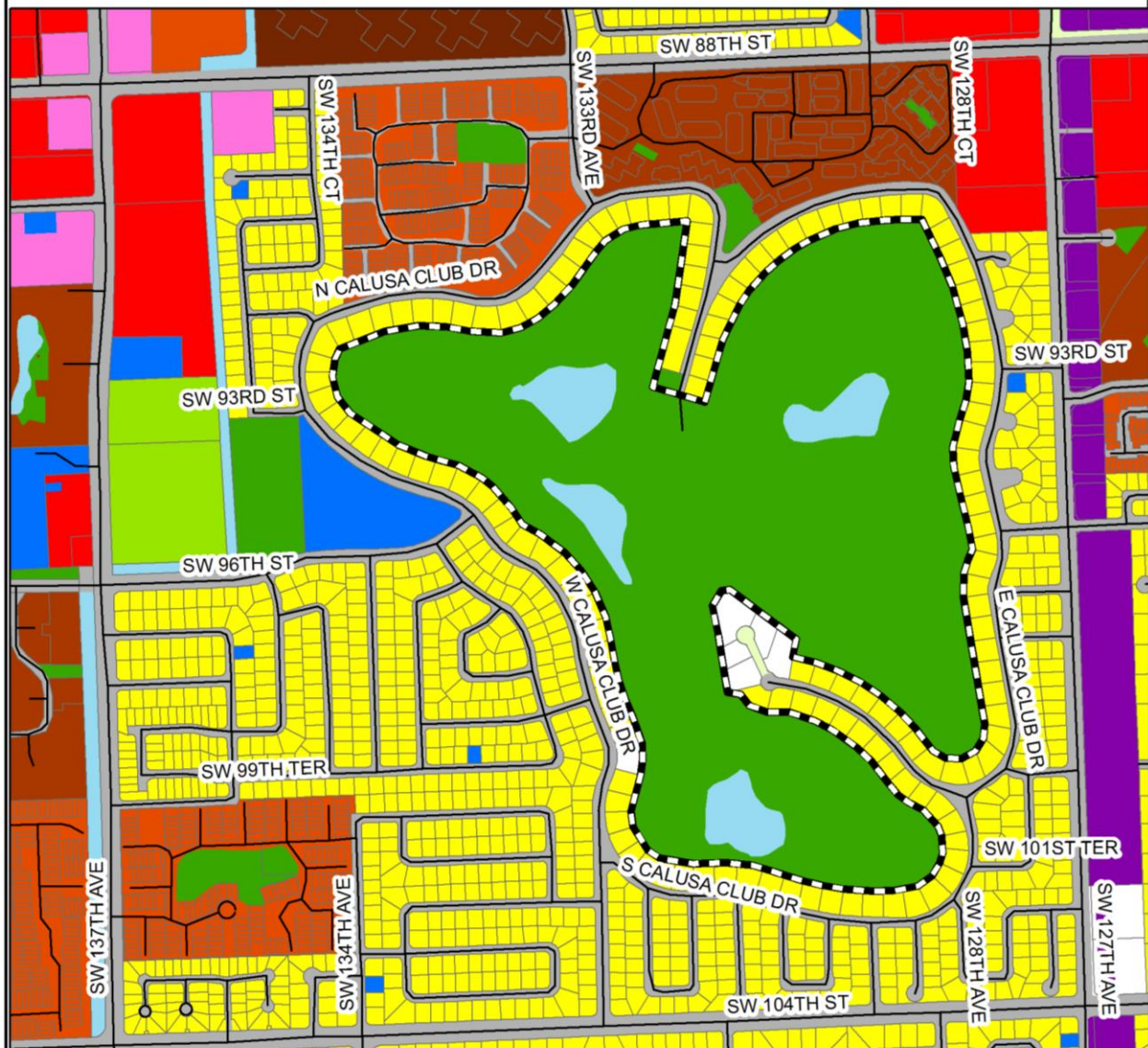
ZONING DISTRICTS

BU-1A	BUSINESS DISTRICTS, LIMITED	RU-4	HIGH DENSITY APARTMENT HOUSE
BU-2	BUSINESS DISTRICTS, SPECIAL	RU-4L	LIMITED APARTMENT HOUSE
EU-1	ESTATES, SINGLE-FAMILY, 1 ACRE OR MORE	RU-4M	MODIFIED APARTMENT HOUSE
EU-M	ESTATES MODIFIED, SINGLE-FAMILY	RU-5A	SEMI-PROFESSIONAL OFFICE
EU-S	ESTATE USE, SUBURBAN SINGLE-FAMILY	RU-TH	TOWNHOUSE
GU	INTERIM DISTRICT		
OPD	OFFICE PARK DISTRICT		
RU-1	SINGLE-FAMILY RESIDENTIAL		
RU-3	FOUR-UNIT APARTMENT		
RU-3M	MINIMUM APARTMENT HOUSE		

0 0.125 0.25
Miles



APPLICATION NO. 7 EXISTING LAND USE



Source: Department of Regulatory and Economic Resources
July 2016



APPLICATION AREA

EXISTING LAND USE

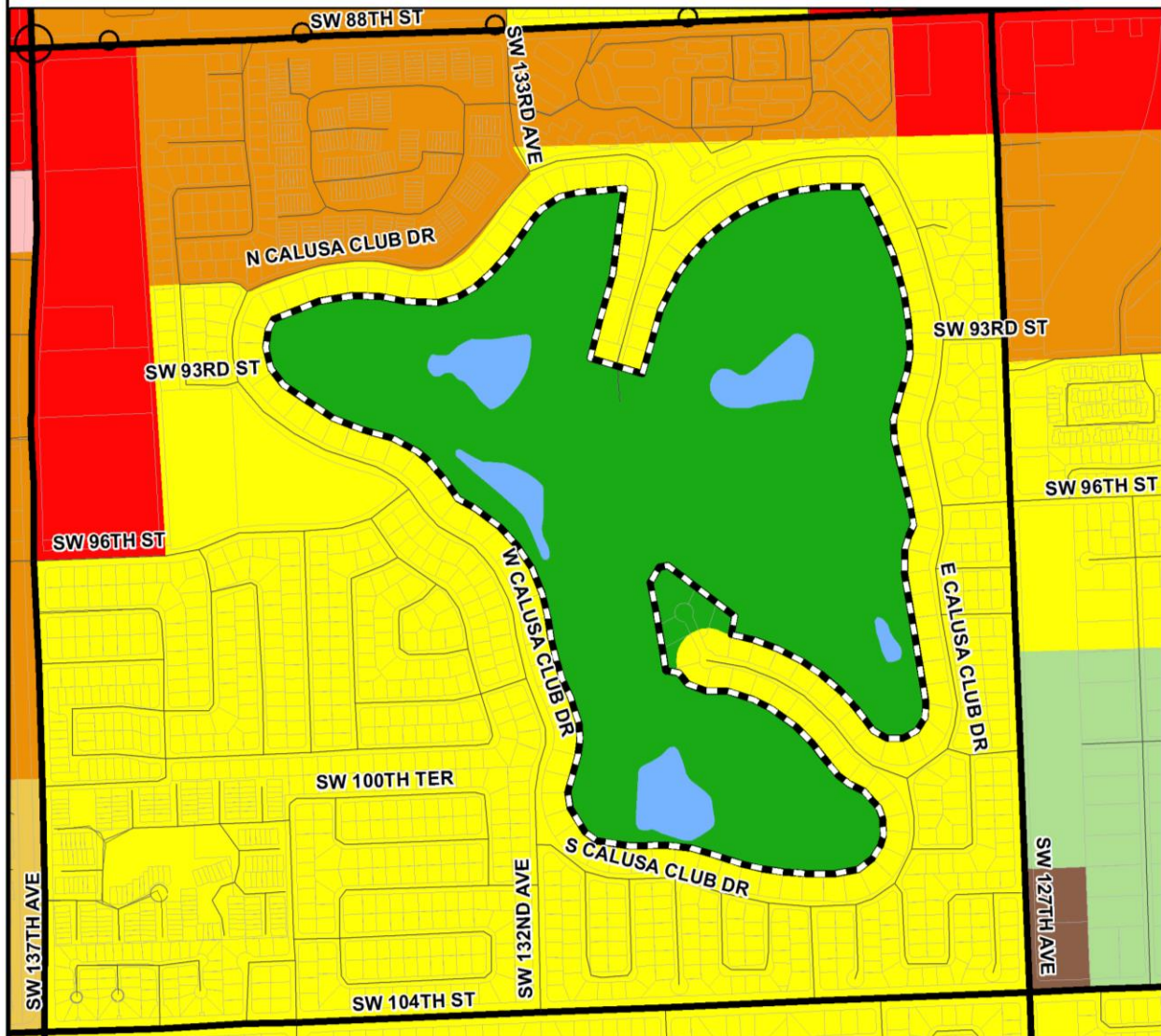
	SINGLE-FAMILY		COMMUNICATIONS, UTILITIES, TERMINALS
	TOWNHOUSES		STREETS, ROADS, EXPRESSWAYS, RAMPS
	LOW-DENSITY MULTI-FAMILY		AGRICULTURE
	HIGH-DENSITY MULTI-FAMILY		PARKS, PRESERVES, CONSERVATION AREAS
	COMMERCIAL, SHOPPING CENTERS		VACANT, PROTECTED, PRIVATELY OWNED
	OFFICE		VACANT PRIVATELY OWNED, UNPROTECTED
	INSTITUTIONAL		INLAND WATERS

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Miles



APPLICATION NO. 7

CDMP LAND USE



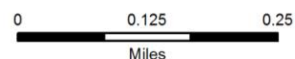
APPLICATION AREA

CDMP LAND USE

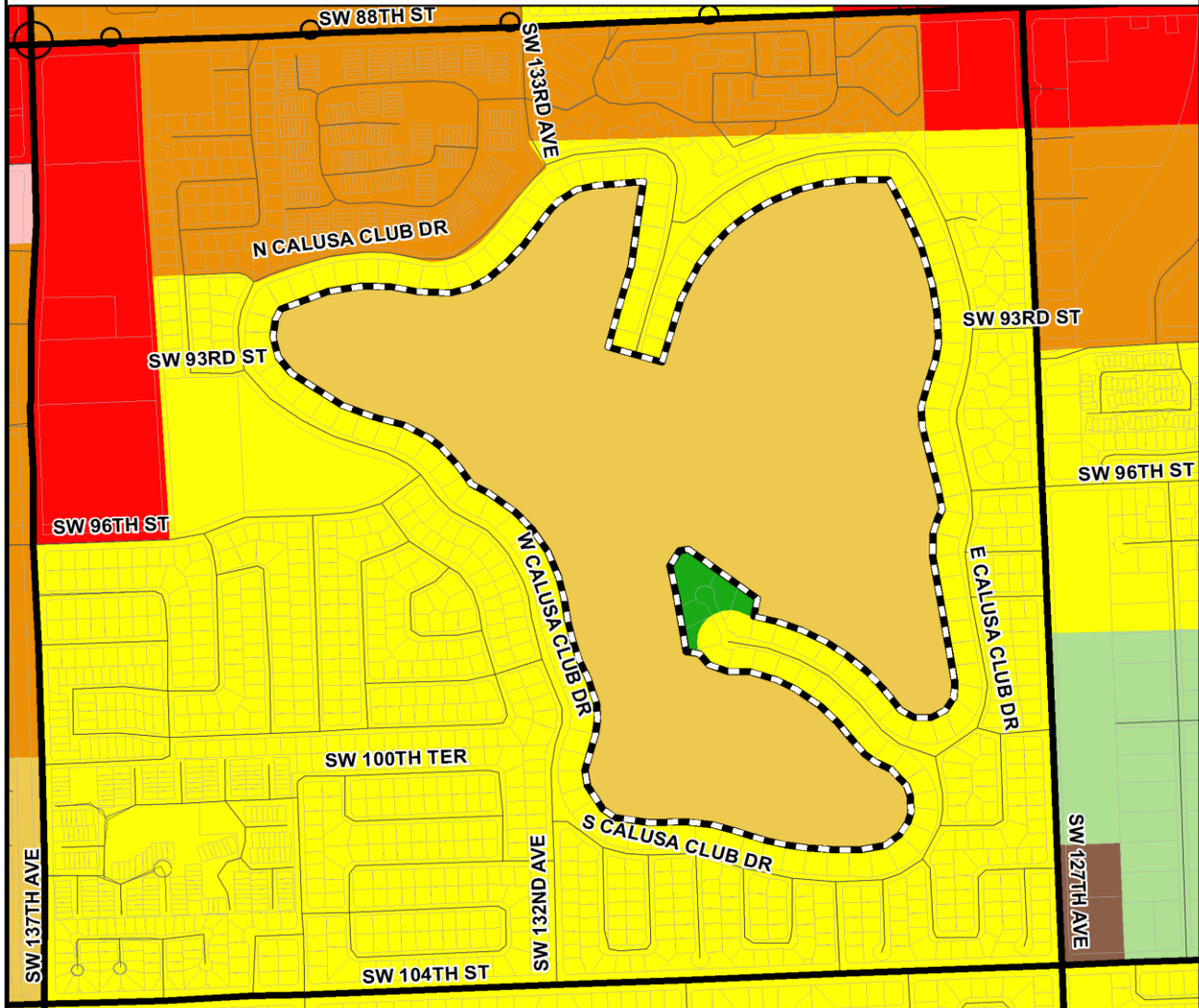
- ESTATE DENSITY (1-2.5 DU/AC)
- LOW DENSITY (2.5-6 DU/AC)
- LOW-MEDIUM DENSITY
- MEDIUM DENSITY (13-25 DU/AC)
- MEDIUM-HIGH DENSITY (25-60 DU/AC)
- BUSINESS AND OFFICE
- PARKS AND RECREATION
- WATER

- MAJOR ROADWAYS (3 OR MORE LANES)
- COMMUNITY URBAN CENTER
- FUTURE RAPID TRANSIT

Source: Department of Regulatory and Economic Resources
July 2016



APPLICATION NO. 7 PROPOSED CDMP LAND USE



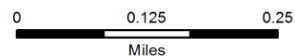
APPLICATION AREA

CDMP LAND USE

- ESTATE DENSITY (1-2.5 DU/AC)
- LOW DENSITY (2.5-6 DU/AC)
- LOW-MEDIUM DENSITY (6-13 DU/AC)
- MEDIUM DENSITY (13-25 DU/AC)
- MEDIUM-HIGH DENSITY (25-60 DU/AC)
- BUSINESS AND OFFICE
- PARKS AND RECREATION
- WATER

- MAJOR ROADWAYS (3 OR MORE LANES)
- COMMUNITY URBAN CENTER
- FUTURE RAPID TRANSIT

Source: Department of Regulatory and Economic Resources
July 2016



STAFF ANALYSIS

Background

The ±168.13-acre application site is part of a ±230-acre development that comprise a golf course (the application site, a.k.a. the Calusa Golf Course) abutted by a ring of 146 single-family residential properties, six (6) of which are vacant lots. The ±230-acre development is located towards the center of the one (1) square mile (640 acres) area bounded by SW 88 Street/Kendall Drive to the north, SW 127 Avenue to the west, SW 104 Street to the south, and SW 137 Avenue to the west. The golf course was approved through Community Zoning Appeals Board Resolution No. 3-ZAB-342-67 in year 1967 that also recommended approval of a requested zone change to the Board of County Commissioners, which the Board approved through Resolution No. Z-167-67 (see Zoning History on page 7-12). As a condition of the unusual use approval, the property was restricted by a Declaration of Restrictions (covenant) that was recorded in March 1968 (the 1968 Covenant) for use only as a golf course and for operation of a country club that may include a clubhouse and other incidental uses. The 1968 Covenant runs with the land for a period of ninety-nine years (until year 2067) unless released or revised by the Miami-Dade Board of County Commissioners with the consent of 75% of the members of the corporation owning the golf course and those owners of property within 150 feet of the golf course. This required consent has not been obtained.

The application requests changes to the Miami-Dade County Comprehensive Development Master Plan (CDMP) Adopted 2020 and 2030 Land Use Plan (LUP) map and the CDMP Land Use Element text, to facilitate the development of the ±168.13-acre application site with up to 1,100 residential units. The requested changes are outlined below followed by a discussion of the changes:

1. Redesignate the ±168.13-acre application site from its current “Parks and Recreation” land use designation to “Low-Medium Density Residential” (6 to 13 dwelling units per gross acre). *This would allow a maximum of 2,185 residential units on the site.*
2. Add language after the last paragraph of the “Parks and Recreation” land use category text on page I-52 of the CDMP Land Use Element, as indicated in underlined text below.

“An applicant for redesignation of property from “Parks and Recreation” to a residential designation may include a request to vacate and/or release a restriction imposed, proffered, or accepted in connection with a County action affecting the use of the property. The approval of such application shall operate to vacate and/or release the County’s interest in any restriction so imposed, proffered, or accepted that restricts residential development or otherwise requires a use other than residential development.”

3. Add the proffered Declaration of Restrictions (covenant) to Appendix A of the Land Use Element if accepted by the Board of County Commissioners. *This proffered covenant proposes to limit development on the application site to a maximum of 1,100 residential units.*

The text change above (request No. 2) is the Applicant’s attempt to provide a mechanism outside of the zoning process for the Board of County Commissioners to vacate or release its interest in the 1968 Covenant that limits the use of the application site. The Applicant’s requested text change proposes that approval through the legislative CDMP amendment process of a land use change from “Parks and Recreation” to a residential designation may vacate or release a

covenant(s) that was accepted by the County through the separate quasi-judicial zoning process. In addition to the above requested changes to the CDMP, the application also requests that the Board of County Commissioners:

1. Release the covenant recorded in March 1968 in the Miami-Dade County Official Records Book 5891 and Page 633 (the 1968 Covenant). *As stated above, this covenant was proffered in conjunction with the 1967 zoning approval of the ±230-acre Calusa Golf Course (the application site) and single family residential development.*

Given the application seeks to facilitate the development of the ±168.13-acre application site designated “Parks and Recreation” and limited by the 1968 Covenant, the provisions of the “Parks and Recreation” land use designation is an important consideration. The “Parks and Recreation” text, on CDMP page I-51, states:

“...Both governmentally and privately owned lands are included in areas designated for Parks and Recreation use. Most of the designated privately owned land either possesses outstanding environmental qualities and unique potential for public recreation, or is a golf course included within a large-scale development. Unless otherwise restricted, the privately owned land designated as Parks and Recreation may be developed for a use or a density comparable to, and compatible with, surrounding development providing that such development is consistent with the goals, objectives and policies of the CDMP. Except as consistent with the provisions below, however, this allowance does not apply to land designated Parks and Recreation that was set aside for park recreation or open space use as a part of, or as a basis for approving the density or other aspect of, a residential (or other) development or is otherwise subject to a restrictive covenant accepted by a public entity.

The long-term use of golf courses or other private recreation or open space on privately owned land designated as Parks and Recreation may be previously limited by deed restriction or restrictive covenant. A new development plan governing such land set-aside for park, recreation or open space use (restricted lands) may be approved at public hearing by the Board of County Commissioners or the applicable zoning board only if the following is demonstrated: (1) that the restricted land is subject to a restrictive covenant relating to development served by the open space, that such restrictive covenant continues to limit the use of the land to open space, and that this limitation in the restrictive covenant may be modified only with the written consent of adjacent or proximate property owners or a prescribed percentage thereof; (2) that the required written consents of the adjacent or proximate property owners have been obtained; and (3) that the proposed development will replace park or recreation land or open space that has fallen into prolonged disuse or disrepair to the detriment of the surrounding neighborhood. The development plan for such land (1) shall provide for development compatible with adjacent development; (2) shall provide by restrictive covenant that not less than two-thirds of the land subject to the new development plan (or such other proportion deemed appropriate by the Board of County Commissioners and/or appropriate Community Zoning Appeals Board but in no event less than 50 percent of such land) shall be maintained as Park, Recreational or open space for use by residents or other residents or users of the entire development for which the open space had originally been provided; (3) shall provide a financial means of assuring such maintenance, by homeowner’s association, special tax district or other comparable means approved at public hearing or by the Director of the Department of Regulatory and Economic Resources or successor agency; and (4) shall provide that the residential density of the portion of the Park and Recreation-designated land eligible for development

shall not exceed either the gross existing density of the development in connection with which the park-designated land was originally set aside, or the gross density of all the ownership parcels immediately abutting the entire park-designated land, whichever is lower...”

Application Site

Location

The ±168.13-acre application site is located generally toward the center of a one square mile area between SW 88 Street and SW 104 Street, and between SW 127 Avenue and SW 137 Avenue in the unincorporated Miami-Dade County. The application site is an irregular shaped property abutted by a ring of estate homes (±15,000 square feet lots) along the Calusa Club Drive ring road (N Calusa Club, E Calusa Club, S Calusa Club, and W Calusa Club Drives).

Existing Land Use

The application site is a privately owned golf course (Calusa Golf Course) that is no longer in use, is unmaintained, and has a continuous vegetative buffer and chain fence along the boundary of the property. (See Aerial Photo on page 7-6, Existing Land Use map on page 7-8, and Appendix F: Photos of Site and Surroundings).

Land Use Plan Map Designations

The application site is designated “Parks and Recreation” on the CDMP Adopted 2020 and 2030 Land Use Plan (LUP) map (see CDMP Land Use map on page 7-9 above). As discussed in the Background section above on page 7-11, the application site is restricted by a covenant (the 1968 covenant) and thereby any development on the site under the “Parks and Recreation” land use designation requires the written consent of 75% of owners of property within 150 feet of the golf course. Should the consent of the property owners be obtained then up to one-third of the application site could be developed, or other proportion but no more than 50% of the site as deemed appropriate by the Board. In addition, a covenant providing for the compatibility of said development with the adjacent development and the maintenance of the remaining acreage as open space would be required along with the provision of a financial means assuring the maintenance of the open space.

As discussed above, the application requests a CDMP land use designation change on the application site from its current “Parks and Recreation” to “Low-Medium Density Residential” (6 to 13 dwelling units per gross acre), which potentially would allow the site to be developed with a maximum 2,185 units, if the 1968 zoning covenant were to be released. However, the Applicant has proffered a Declaration of Restrictions that would limit development on the application site to a maximum 1,100 units (at a density of 6.54 units per gross acre).

Zoning

The application site (the ±168.12-acre Calusa Golf Course), is zoned GU (Interim). Uses under the Interim District depend on the character of the neighborhood otherwise EU-2 standards would apply. EU-2 allows estate developments at one family home on 5-acre lot. (See Zoning Map on page 7-6.)

Zoning History

Miami-Dade County zoning districts and zoning code regulations were first created in 1938. Earliest zoning records indicate that the application site and its immediate surrounding area were zoned GU which remains the zoning on the applicate site today. However, in August 1967, the application site was approved for development as a golf course with related facilities as part of a

larger ±230-acre development (Resolution No. 3-ZAB-342-67 adopted August 16, 1967 and Resolution Z-167-67). The 1967 approval was conditioned upon a covenant be recorded to ensure the golf course be maintained in perpetuity. The required covenant was proffered and ultimately recorded in March 1968 restricted (referenced above as the 1968 Covenant) and restricted the use of the ±168.13-acre application site to a golf course and for the operation of a country club which may include a clubhouse, pro shop, locker rooms, swimming pools, cabanas, liquor, beer and wine bar facilities, dining room facilities, parking, tennis courts, putting greens, golf driving ranges and other incidental uses. The 1968 Covenant runs with the land for a period of ninety-nine years (until year 2067) unless released or revised by the Miami-Dade Board of County Commissioners with the consent of 75% of the members of the corporation owning the golf course and those owners of property within 150 feet of the golf course.

Resolution No. 3-ZAB-342-67 also recommended that the Board of County Commissioners approve a zoning district boundary change for a 180-foot wide strip of property surrounding the golf course property be rezoned from GU to EU-M (Estate Modified; one single home on 15,000 square foot lots), which the Board of County Commissioners approved through Resolution Z-167-67 adopted on September 7, 1967.

Adjacent Land Use and Zoning

Existing Land Uses

The application site is abutted by a ring of 146 single-family residential properties (approximately 16,000 square foot lots), six of which are vacant lots. Properties to the north of the application site include the abutting single family estate residences beyond which are single family residences, townhouses, multifamily apartments, an office complex, and retail uses at intersections of SW 88 Street and SW 137 Avenue and SW 127 Avenue. To the east, south, and west of the site are single family residences and townhouses, and also to the west are the Calusa Club Estates Park, the Calusa Elementary School, vacant land, a church, and retail along SW 137 Avenue north of SW 96 Street.

Land Use Plan Map Designations

The single family estate properties abutting the application site are designated “Low Density Residential”. Properties to the north of the application site beyond the abutting estate properties are designated “Medium Density Residential” (13 to 25 dwelling units per gross acre) along SW 88 Street/Kendal Drive and “Business and Office” within the intersection of Kendall Drive and SW 127 Avenue as well as along SW 137 Avenue between Kendall Drive and SW 96 Street. Properties to the east, south and west are designated “Low Density Residential”. (See CDMP Land Use map on page 7-9.)

Zoning

The single family estate homes that abut and surround the application site are zoned EU-M (Estate Modified). The single-family and townhouse residences to the north of the application site beyond the EU-M properties are zoned RU-TH (Townhouse – 8.5 units per net acre), the multifamily apartments are zoned RU-4L (Limited Apartment House), the office complex is zoned RU-5A (Semi-Professional Offices) and the commercial properties are zoned BU-1A (Limited Business). The single family residences to the east, south and southeast beyond the EU-M properties are zoned RU-1 (Single-Family Residential; 7,500 square feet lots) and RU-TH. The Calusa Club Estates Park and Calusa Elementary School properties to the west of the site are zoned RU-TH, the vacant land is zoned RU-TH and RU-5A, the church property is zoned RU-3 (Four Unit Apartment) and RU-3M (Minimum Apartment House), and the retail property is zoned RU-3, RU-3M, OPD (Office Park District), and BU-1A. (See Zoning Map on page 7-7.)

Socio-Economic Analysis

Application No. 7 consists 168.13 acres of land at 9400 SW 130th Avenue. The Subject Property had been the site of the Calusa Golf Club, which is a privately-owned pay-for-play facility that ceased to operate in 2011. This residential development project has a preliminary plan to construct a total of 1,100 units including 481 single-family detached units and 619 single-family attached (townhome) units. The applicant estimates the proposed project would cost approximately \$370.0 million to develop. At build-out, the applicant estimates that the proposed units will broadly sell in the range of \$350,000 to \$500,000 and add a total of \$334.4 million of taxable value for all Miami-Dade County funds.

The economic impact analysis was conducted using **REMI Policy Insight Plus** to forecast the economic impact of the proposed project. REMI Policy Insight Plus is a dynamic modeling software that incorporates different aspects of modeling approaches, which include input-output, general equilibrium, econometrics, and economic geography. The model is calibrated specifically to Miami-Dade County for economic impact analysis and forecasting purpose. It has economic and demographic variables, as well as policy variables so that any project or policy that affects the local economy can be tested. REMI is used by government agencies (including most U.S. state governments), consulting firms, nonprofit institutions, universities, and public utilities.

Staff used the REMI Model to estimate the economic impact of the project using the proposed project parameters and the results are summarized in the following table. Since this project is only a residential development, there will not be any permanent jobs created on site. During the construction years, staff estimated that the impact of the proposed project on total employment would be 3,940; the impact on total wages would be \$151M; and the impact on total Gross Domestic Product (GDP) would be \$348M.

Economic Indicators	Impact
<i>Total Employment (Individuals)</i>	3,940
<i>Total Wages (2016 dollars)</i>	\$151M
<i>Total GDP (2016 dollars)</i>	\$348M

Fiscal Impact

Staff used the economic impacts estimated by REMI, financial data for the county from the Miami-Dade County Comprehensive Annual Financial Reports (CAFR), and current population estimate to develop revenue and expenditure coefficients for the County's budget. Applying the applicant's project parameters, the will have a net operating fiscal impact¹ estimated to be \$374,360 after build-out.

Supply and Demand Analysis

The combined vacant land for single-family and multi-family residential development in the Analysis Area (Minor Statistical Area 6.1, and 6.2) in 2016 is estimated to have a capacity for about 2,396 dwelling units, with about 52 percent of these units intended as multi family. The annual average residential demand in this Analysis Area is projected to increase from 817 units per year in the 2015-2020 period to 855 units in the 2025-2030 period. An analysis of the residential capacity by type of dwelling units shows the depletion of single-family units occurring in 2016 and for multi-family in 2023 (See Table 7A below). The supply of residential land for both single-family

¹ One-time capital costs for Fire Rescue, Police, or Transit, if any, where not available, and were not included in the operating fiscal impact analysis.

and multi-family units is projected to be depleted by the year 2017. The proposed application, if approved is projected to increase the supply of single and multi-family units by approximately 1,100 single family type units. This will have the effect of increasing supply, and consequently, extend the projected depletion year of single family units by approximately 1.5 years.

Table 7A
Residential Land Supply/Demand Analysis
2016 to 2030: **Application 7 (MSA 6.1, & 6.2)**

ANALYSIS DONE SEPARATELY FOR EACH TYPE, I.E. NO SHIFTING OF DEMAND BETWEEN SINGLE & MULTI-FAMILY TYPE			
	STRUCTURE TYPE		
	SINGLE-FAMILY	MULTIFAMILY	BOTH TYPES
CAPACITY IN 2016	1,139	1,257	2,396
DEMAND 2015-2020	643	174	817
CAPACITY IN 2020	0	561	0
DEMAND 2020-2025	649	175	824
CAPACITY IN 2025	0	0	0
DEMAND 2025-2030	674	181	855
CAPACITY IN 2030	0	0	0
DEPLETION YEAR	2016	2023	2017

Residential capacity is expressed in terms of housing units.

Housing demand is an annual average figure based on population projections.

Source: Miami-Dade Department of Regulatory and Economic Resources, Planning Division, Planning Research and Economic Analysis Section, July 2016.

Environmental Conditions

The following information pertains to the environmental conditions of the application site. All YES entries are further described below.

Flood Protection

Federal Flood Zone	AH & X
Stormwater Management Permit	DERM Surface Water Management General Permit
County Flood Criteria, National Geodetic Vertical Datum (NGVD)	6.8 feet

Biological Conditions

Wetlands Permit Required	Undetermined
Native Wetland Communities	Undetermined
Specimen Trees	Yes
Endangered Species Habitat	Undetermined
Natural Forest Community	No

Other Considerations

Within Wellfield Protection Area	Yes: Alexander Orr Wellfield West Wellfield Interim Southwest Wellfield
Contaminated Site	No DERM records however former golf course

Wellfield Protection

Application No. 7 falls within the protection area of three wellfield protection areas:

- Basic protection area of the Southwest wellfield protection area: the northwest portion of the site is located within the 100-day travel time contour of the Southwest Wellfield. The northwest and central portions of the site are located within the 210-day travel time contour of the Southwest Wellfield.
- West Wellfield Interim area: a small west portion of the site is located within West Wellfield Interim protection area.
- Alexander Orr wellfield protection area: the southern portion of the site is located within the average day pumpage wellfield protection area of the Alexander Orr Wellfield protection area.

In accordance with Section 24-43(5) of the Code, hazardous materials are prohibited within the abovementioned wellfield protection areas. Prior to DERM approval of any non-residential land uses, the property owner shall submit a properly executed covenant which provides that hazardous materials shall not be used, generated, handled, discharged, disposed of or stored on the subject property. This covenant is not required for residential uses. However, all residential developments shall comply with the requirements of Section 24-43 of the Code.

Pollution Remediation

There are no DERM records of current or historical contamination issues on the property or on sites directly abutting the application site. Based on the former golf course use of the site, it is recommended that a Phase 1 and Phase 2 Environmental Assessment be conducted on the property prior to development. Site development may require review and approval from the Environmental Monitoring and Restoration Division of DERM.

Drainage and Flood Protection

Any new development within this boundary will require a DERM Surface Water Management Permit. In addition, a DERM Class II permit may be required if the proposed drainage system contains an outfall or overflow system in, on, or upon any water body of Miami-Dade County.

A portion of the property is located within a Special Flood Hazard Area identified as Zone AH in FEMA Flood Insurance Rate Maps (FIRM). Another portion of the site is Area X (not a Special Flood Hazard Area as per FIRM). Any development will have to comply with the requirements of Chapter 11C of the Code and the Florida Building Code for flood protection.

The site shall be filled to a minimum elevation of 6.8 feet, NGVD or County Flood Criteria.

For construction of habitable structures within the subject property, the Lowest Floor Elevation requirement shall be the highest elevation in NGVD of the following references:

- Average crown of road fronting the property, plus 8 inches for residential, or plus 4 inches for commercial.
- County Flood Criteria 6.80 feet NGVD, plus 8 inches for residential, or plus 4 inches for commercial.
- Elevation of the back of the sidewalk (if any) fronting the property, plus 8 inches for residential, or plus 4 inches for commercial.

- The Base Flood Elevation for this area is found to be 7.0 feet NGVD (taken from the Flood Insurance Rate Maps (FIRM) for Miami Dade County).
- The stage generated by retention on-site of the 100-year rainfall event according to stage-storage calculations must be equal or less than the Base Flood Elevation

For compliance with stormwater quantity requirements designed to prevent flooding of adjacent properties, the site grading and development shall provide for the full on-site retention of the 25-year/3-day storm event and shall also comply with the requirements of Chapter 11C of the Code, all State, and Federal Criteria.

Stormwater Management

Application No. 7 is located in the C-100 Basin. The proposed change in land use would allow an increase of impervious surface versus the existing open land. Any proposed development would require an approvable stormwater drainage system to not impact the flood protection levels of service of the entire surrounding area, from SW 88th Street to SW 104th Street, from SW 127th Avenue to the Lindgren Canal.

CDMP Designation	Estimated Impervious Area, based on Typical Development	Maximum Lot Coverage
From "Parks and Recreation"	3%	n/a
To "Low-Medium Density Residential"	50% to 60%	Typically 50%

In order to comply with the Flood Level of Service, development of the subject property would be required to provide enough storage, via wet retention and open landscaped areas, to hold the runoff of the 25-year/3-day storm (or latest regulation in place at the time of permitting) to prevent impacts to adjacent areas. Furthermore, to obtain permit approvals, the engineer of record for the proposed development shall use the most up-to-date information on stormwater operations, ground water levels, sea level rise projections, FEMA maps and Florida Building Code regulations in effect at the time to analyze and design the stormwater infrastructure.

Natural Resources

The subject property consists of a large open site within an urbanized area of Miami-Dade County. The proposed development site contains tree resources including specimen tree resources (trees with a trunk diameter at breast height of 18 inches or greater). The CDMP has specific policies regarding preservation and maintenance of specimen trees and Natural Forest Communities. CON-8A states, in pertinent part, specimen trees and Natural Forest Communities in Miami-Dade County shall be protected through the maintenance and enforcement of the County's Tree and Forest Protection and Landscape Code, as may be amended from time to time. In order for the proposed land use to be consistent with CON-8A, the applicant shall demonstrate that tree resources subject to the specimen tree standards will be preserved pursuant to 24-49.2(II)(2) of the Code and CON-8A of the CDMP. DERM notes that residential density, site plan design and subdivision of the property may be limited by tree preservation requirements in accordance with the Code.

An aerial review of the property reveals small water features that may contain wetlands as defined by Chapter 24-5 of the Code. If wetlands are present, a Class IV permit will be required prior to any work within wetlands. The applicant may request a binding letter of interpretation from the

DERM Coastal and Wetland Resources Section to determine whether wetlands regulated by the county are present on site.

The applicant is advised that permits from the Army Corps of Engineers, the Florida Department of Environmental Protection and the South Florida Water Management District may also be required for the proposed project. It is the applicant's responsibility to contact these agencies.

Endangered Species

DERM notes the CDMP has specific conservation policies applicable to Miami-Dade County (see Appendix B), federal or state designated endangered, threatened or rare species or species of special concern.

CON-9A. All activities that adversely affect habitat that is critical to federal or State designated, endangered or threatened species shall be prohibited unless such activity(ies) are a public necessity and there are no possible alternative sites where the activity(ies) can occur. (See Appendix B)

CON-9B. All nesting, roosting and feeding habitats used by federal or State designated endangered or threatened species, shall be protected and buffered from surrounding development or activities and further degradation or destruction of such habitat shall not be authorized.

CON-9C. Rookeries and nesting sites used by federal or State designated endangered or threatened species shall not be moved or destroyed.

The subject property is located within the Core Foraging Area (CFA) of the federally threatened wood stork and provides a combination of land and open water that is similar to other sites in Miami-Dade County where foraging or roosting by the federally endangered Florida bonneted bat has been documented. The proposed land use amendment would allow development that could substantively change utilization opportunities if such utilization is documented. In order to determine consistency with CDMP policies the applicant shall provide an acceptable Endangered Species Survey to determine the absence or presence of listed species found in Appendix A and B of the CDMP. Additionally the subject property represents one of the few remaining open areas in an otherwise highly urbanized area, which may provide foraging or roosting for the bonneted bat. Should foraging or roosting activities of Miami-Dade County (see Appendix B), federal or state listed species be observed and documented, mitigation and preservation of such utilization shall be required to comply with CDMP components CON-9A, CON-9B, CON-9C, CON-9E and CON-9F including open space to preserve utilization within the planned development. Consultation with U.S. Fish and Wildlife Service (USFWS) and state wildlife agencies is recommended at the earliest possible time and well before development proposals are finalized.

Air Quality Management

DERM has reviewed Calusa Land Use Amendment Traffic Study ("study") prepared by David Plummer and Associates dated May 2016 provided for this application. Based on DERM's review of the study, there are no indications that the proposed changes to the CDMP land use designation will have a significant impact in the pollutant emitted for the indirect sources proposed in the area (single family residences and townhouses). Hence no additional Air Quality Modeling is requested.

Water and Sewer

Water Treatment Plant Capacity

The County's adopted LOS standard for potable water treatment facilities requires that the regional water treatment system, consisting of MDWASD Hialeah Reverse Osmosis, Hialeah, Preston, and Alexander Orr District Treatment Plants, shall operate with a rated maximum daily capacity no less than two percent above the maximum daily flow for the preceding year and an average two percent above the average daily flow for the preceding five years. The water must also meet all applicable federal, state, and county primary drinking water standards.

The rated treatment capacity of the Miami-Dade Water and Sewer Department regional water treatment system is 449.74 million gallons per day (MGD). To maintain sufficient capacity in accordance with the level of service standard outlined in CDMP Policy WS-2A, the regional system shall maintain a minimum buffer of 2% below the rated design capacity of the system or 440.75 MGD. Therefore, the total available water treatment plant capacity based on CDMP Policy WS-2A is 68.87 MGD. This is calculated using the available plant capacity (440.75 MGD), subtracting the maximum day flow (342.1 MGD) and subtracting the water that is reserved through development orders (29.78 MGD).

As noted in the "Estimated Water Demand/Sewer Flow for Proposed Development by Land Use Scenario" table below, the maximum water demand/sewer flow for County Club development (Scenario 1) under the current CDMP Land Use designations, are estimated at 4,800 gallons per day (gpd). The maximum water demand/sewer flow for Residential development (Scenario 1) under the Requested CDMP Land Use designation is estimated at 393,300 gpd. On September 1, 2016, the Applicant proffered a Declaration of Restrictions that would limit residential development on the property to 1,100 dwelling units. The maximum water demand/sewer flow for Residential development with acceptance of the proffered Declaration of Restrictions (Scenario 2) is 198,000 gpd. This represents an increase of up to 193,200 gpd over the demand under the current CDMP land use designations. A Water Supply Certification Letter will be required at the time of development, at which time the proposed project will be evaluated for water supply availability and a water supply reservation will be made.

Estimated Water Demand/Sewer Flow
For Proposed Development by Land Use Scenario

Scenario	Use (Maximum Allowed)	Quantity (Units or Square Feet)	Water Demand Multiplier (Section 24-43.1 Miami-Dade Code)	Projected Water Demand (gpd)
Current CDMP Potential				
1	Country Club	9,600 sq. ft.	50 gpd/100 sq.ft.	4,800 gpd
Requested CDMP Designation				
1	Townhouse	2,185 units	180gpd/unit	393,300 gpd
2	Townhouse	1,100 units	180gpd/unit	198,000 gpd

Source: Miami-Dade Water and Sewer Department; Department of Regulatory and Economic Resources, Planning Division; August 2016

Water Supply and Connectivity:

Application No. 7 is located within the MDWASD franchised water service area. The source of potable water for this area is the Alexander Orr Water Treatment Plant which is owned and

operated by MDWASD. Currently, there is adequate treatment and water supply capacity for the proposed project consistent with Policy WS-2 A (1) of the County's CDMP. The plant is presently producing water that meets Federal, State, and County drinking water standards.

The proposed land use would be required to connect to public water pursuant to Chapter 24 of the Code. There is an existing 8-inch water main at the intersection of theoretical SW 131st Avenue and N. Calusa Club Drive from which the developer may connect and extend a new 8-inch water heading southerly along N. Calusa Club Drive, through the Golf Course for approximately 4,000 feet, interconnecting to an 8-inch water main on SW 127th Place and East Calusa Club Drive.

Any public water main extension within the property shall be 8-inch minimum diameter. If two or more fire hydrants are to be connected to a public water main extension within the property, then the water system shall be looped with two (2) points of connection.

Sewer Treatment Plant Capacity

The County's adopted LOS standard for wastewater treatment and disposal requires that the regional wastewater treatment and disposal system, consisting of North, Central, and South District Wastewater Treatment Plants, operate with a capacity that is two percent above the average daily flow for the preceding five years and a physical capacity of no less than the annual average daily sewer flow. The wastewater effluent must also meet all applicable federal, state, and county standards and all treatment plants must maintain the capacity to treat peak flows without overflow.

The Miami-Dade County Water and Sewer Department regional wastewater treatment system capacity is the sum of the daily treatment capacity of the three wastewater treatment plants. The regional wastewater treatment system can treat up to 375.5 MGD. According to the CDMP, the regional system shall have the capacity to treat 102% of the average daily sewage demand of the preceding 5 years. The Sanitary Sewer Level of Service (LOS) standard presented in the CDMP requires the regional system to have sufficient capacity to treat 102% of the average daily sewage demand of the preceding 5 years. Based on the LOS standard, the capacity of the regional wastewater treatment system is equivalent to 368.14 MGD. The available capacity is calculated by subtracting the annual average flow (302.36 MGD) for the preceding 5 years and the capacity reserved for development orders (36.39 MGD) from the system capacity (368.14 MGD). Therefore, the available wastewater treatment plant capacity is 29.39 MGD.

Sewer System Connectivity:

Application No. 7 is located within the MDWASD franchised sewer service area. The wastewater flows for this application will be transmitted to the South District Wastewater Treatment Plant (SDWWTP) for treatment and disposal. Currently, there is average wastewater treatment capacity for this application consistent with Policy WS-2A(2) of the CDMP.

The proposed land use would be required to connect to the public sanitary sewer system pursuant to Chapter 24 of the Code. WASD owns and operates a 16-inch sewer force main located at the intersection of SW 100th Street and SW 127th Avenue to which the developer may connect and extend a 12-inch sewer force main approximately 270 feet, then heading northwesterly for approximately 2,325 feet or as required to connect to a new pump station. Any proposed gravity sewer extension inside the developer's property shall be 8-inch minimum diameter.

At this time, the associated sanitary sewer force mains and downstream sanitary sewer pump stations have adequate capacity, as defined in the Consent Decree between Miami-Dade County, Florida Department of Environmental Protection and the U.S. Environmental Protection Agency

case 1:12-cv-24400-FAM. The wastewater from the sanitary sewer force mains flow directly to the South District Wastewater Treatment Plant.

Solid Waste

The Miami-Dade Solid Waste Management Department (SWMD) oversees the proper collection and disposal of solid waste generated in the County through direct operations, contractual arrangements, and regulations. In addition, the Department directs the countywide effort to comply with State regulations concerning recycling, household chemical waste management and the closure and maintenance of solid waste sites no longer in use.

The application site is located inside the SWMD Waste Collection Service Area (WCSA), which consists of all residents of the Unincorporated Municipal Service Area (UMSA) and eight municipalities.

Level of Service Standard

CDMP Policy SW-2A establishes the adopted Level of Service (LOS) standard for the County's Solid Waste Management System. This CDMP policy requires the County to maintain sufficient waste disposal capacity to accommodate waste flows committed to the System through long-term contracts or interlocal agreements with municipalities and private waste haulers, and anticipated uncommitted waste flows, for a period of five years. The SWMD assesses the solid waste capacity on system-wide basis since it is not practical or necessary to make determination concerning the adequacy of solid waste disposal capacity relative to individual applications. As of FY 2015-2016, the SWMD is in compliance with the adopted LOS standard.

Application Impacts

The application requests redesignation of the site from "Industrial and Office" to "Business and Office" and "Employment Center." The "Business and Office" designation typically results in development of commercial establishments. Per Chapter 15 of the County Code, the SWMD does not actively compete for non-residential waste collection service such as commercial, business, office, and industrial services at this time. Waste collection services for this application will most likely be provided by a private waste hauler. The requested amendment will have no fiscal impact or any associated costs; therefore SWMD has no objection to the proposed changes.

Parks

The Miami-Dade County Parks, Recreation and Open Space Department has three Park Benefit Districts (PBDs). The subject application site is located inside Park Benefit District 2 (PBD-2), which generally encompasses the area between SW 8 Street and SW 184 Street.

Level of Service Standard

CDMP Policy ROS-2A establishes the adopted minimum Level of Service (LOS) standard for the provision of recreation open space in the Miami-Dade County. This CDMP policy requires the County to provide a minimum of 2.75 acres of local recreation open space per 1,000 permanent residents in the unincorporated areas of the County and a County-provided, or an annexed or incorporated, local recreation open space of five acres or larger within a three-mile distance from residential development. The acreage/population measure of the LOS standard is calculated for each Park Benefit District. A Park Benefit District is considered below LOS standard if the projected deficiency of local recreation open space is greater than five acres. Currently, PBD-2 has a surplus capacity of 485.19 acres of parkland, when measured by the County's concurrency LOS standard of 2.75 acres of local recreation open space per 1,000 permanent residents.

The “County Local Parks” table below lists the parks within a 3-mile radius of the application site; twenty-five (25) of the thirty-six (36) parks listed are larger than the required five-acre park.

County Local Parks
Within a 3-Mile Radius of Application Site

Park Name	Acreage	Classification
Arvida Park	7.55	Neighborhood Park
Bent Tree Park	5.68	Neighborhood Park
Bird Lakes Park	8.86	Community Park
Calusa Club Estates Park	6.99	Neighborhood Park
Deerwood Bonita Lakes Park	11.03	Community Park
Devon Aire Park	12.43	Community Park
Forest Lakes Park	5.67	Neighborhood Park
Hammocks Community Park	21.51	Community Park
Kendale Lakes Park	15.53	Community Park
Kendale Lakes SP Tax Dist Lot 1	0.57	Mini Park
Kendale Lakes SP Tax Dist Lot 38	0.44	Mini Park
Kendale Lakes SP Tax Dist Tract A3a	0.46	Mini Park
Kendale Park	3.86	Neighborhood Park
Kendall Green Park	25.89	Neighborhood Park
Kings Meadow Park	5.44	Neighborhood Park
Lago Mar Park	11.07	Neighborhood Park
McMillan Park	20.83	Single Purpose Park
Millers Pond Park	12.85	Community Park
Olympic Park	7.08	Neighborhood Park
Rock Ridge Park	4.54	Neighborhood Park
Royale Green Park	3.38	Neighborhood Park
Sabal Chase Park	4.43	Neighborhood Park
Sandpiper Park	4.74	Neighborhood Park
Sgt. Joseph Delancy Park	10.46	Community Park
Snapper Creek Park	5.62	Neighborhood Park
Sugarwood Park	7.82	Neighborhood Park
Three Lakes Park	15.72	Single Purpose Park
Water Oaks Park	5.05	Neighborhood Park
West Kendale Lakes Park	5.03	Neighborhood Park
Westwind Lakes Park	20.75	Community Park
Westwind Lakes SP TX Dist TR A	9.20	Neighborhood Park
Westwind Lakes SP TX Dist TR FP2	2.70	Neighborhood Park
Westwind Lakes SP TX Dist TR G	5.04	Neighborhood Park
Westwind Lakes SP TX Dist TR GPI	5.12	Neighborhood Park
Westwood Park	4.33	Community Park
Wild Lime Park	1.81	Community Park

Source: Miami-Dade County Parks, Recreation and Open Space Department, July 2016.

Application Impacts

The potential development of the site under the existing CDMP land use designation is limited to a golf course and country club, and therefore does not generate any impact on the minimum Level of Service standard for the provision of local recreation open space.

The potential for residential development under the proposed land use designation is restricted by a proffered covenant to 1,100 single-family attached dwelling units with an estimated population of 3,553. The concurrency analysis for this scenario results in an impact of 9.77 acres based on the minimum Level of Service standard for the provision of local recreation open space.

Fire and Rescue Service

The application area is currently served by Miami-Dade Fire Rescue Station No. 57 (West Kendall) located at 8501 SW 127 Avenue. The station is equipped with a Rescue and Battalion totaling four (4) firefighter/paramedics, 24 hours a day, seven days a week. The average travel time to incidents in the vicinity of the subject application is approximately 6 minutes and 48 seconds. Performance objectives of national industry standards require the assembly of 15-17 firefighters on-scene within 8 minutes at 90% of all incidents. Travel time to the vicinity of the subject application complies with the performance objective of national industry standards.

Level of Service Standard for Fire Flow and Application Impacts

CDMP Policy WS-2A establishes the County's minimum Level of Service standard for potable water. This CDMP policy requires the County to deliver water at a pressure no less than 20 pounds per square inch (psi) and no greater than 100 psi, unless otherwise approved by the Miami-Dade Fire Rescue Department. A minimum fire flow of 1,500 gallons per minute (gpm) is required for multi-family residential land uses. Fire hydrants shall be spaced a minimum of 300 feet from each other and shall deliver not less than 500 GPM. Presently, there are no fire flow deficiencies in the vicinity of the application.

The MDFR Department has determined that the current "Parks and Recreation" land use designation of the application site would allow a potential development that would generate 16 annual alarms. The proposed "Low-Medium Density Residential" designation would allow a proposed potential development anticipated to generate 613 annual alarms, and would have a severe impact to existing fire rescue service.

Presently, fire and rescue service in the vicinity of the subject application is adequate. Based on the current call volume for Station No. 57, along with existing stations within close proximity of the subject property, all stations combined are capable of mitigating the additional number of alarms. Additional stations include Station No. 37 (West Bird) located at 4200 SW 142 Avenue, Station No. 56 (West Sunset) located at 16250 SW 72 Street, and Station No. 9 (Kendall) located at 7777 SW 117 Avenue. MDFR is also seeking a parcel of land in the vicinity of Bird Road and the Florida Turnpike to construct Station No. 41. MDFR anticipates that the additional number of alarms will be mitigated upon completion of Station No. 41; MDFR is actively searching for an available site but is unable to estimate a completion date for Station No. 41.

Public Schools

Level of Service Standard

The adopted Level of Service (LOS) standard for all public schools in Miami-Dade County is 100% utilization of Florida Inventory of School Houses (FISH) capacity with relocatable classrooms (CDMP Policy EDU-2A). This LOS standard, except for magnet schools, shall be applicable in

each public school concurrency service area (CSA), defined as the public school attendance boundary established by Miami-Dade County Public Schools.

A planning level review, which is considered a preliminary school concurrency analysis, was conducted on this application based on the adopted LOS standard for public schools, the Interlocal Agreement (ILA) for Public Facility Planning between Miami-Dade County and Miami-Dade County Public Schools, and current available capacity and school attendance boundaries, if capacity is not available at the school of impact, the developments impact can be shifted to one or more contiguous CSA that have available capacity, located either in whole in part within the same Geographic Area.

Section 7.5 of the ILA provides for “Public Schools Planning Level Review” (Schools Planning Level Review), of CDMP amendments containing residential units. This type of review does not constitute a public school concurrency review and, therefore, no concurrency reservation is required. Section 7.5 further states that “...this section shall not be construed to obligate the County to deny or approve (or to preclude the County from approving or denying) an application.”

Application Impact

This application, if approved, may increase the student population of the schools serving the application site by an additional 450 students – this number reflects an impact reduction of 22.82% for charter and magnet schools (schools of choice). Of the 450 students, 198 will attend elementary schools, 114 will attend middle schools and 138 will attend senior high schools. The students will be assigned to those schools identified in the “Concurrency Service Area (CSA) Schools” table below. At this time, the schools have sufficient capacity available to serve the application.

Concurrency Service Area (CSA) Schools

Facility Name	Net Available Capacity	Seats Required	Seats Taken	LOS Met	Source Type
Calusa Elementary	-68	198	0	No	Current CSA/Five Year Plan
Arvida Middle	-196	114	0	No	Current CSA/Five Year Plan
Homestead Senior	683	138	138	Yes	Current CSA

Adjacent Concurrency Service Area Schools

Claude Pepper Elementary	304	198	198	Yes	Adjacent CSA
Hammocks Middle	302	114	114	Yes	Adjacent CSA

Source: Miami-Dade County Public Schools, August 2016.

Miami-Dade County Department of Regulatory and Economic Resources, August 2016.

Note: CSA means Concurrency Service Area

Section 9 of the ILA discusses implementation of school concurrency, indicating the test for school concurrency is at the time of a final subdivision, site plan or functional equivalent, not at the time of CDMP amendment application for land use. Miami-Dade County Public Schools is required to maintain the adopted LOS standard throughout the five-year planning period. In the event that there is not sufficient capacity at the time of final subdivision, site plan or functional equivalent, the ILA and the Educational Element of the CDMP describe a proportionate share mitigation process.

Roadways

The application site is approximately ±168.129 acres, with an irregular shape and generally located between SR 94/SW 88 Street/Kendall Drive and SW 104 Street and between SW 127 Avenue and SR 825/SW 137 Avenue.

The application site consists of the former Calusa Golf Course area and is generally surrounded by single-family residences lining the perimeter of the application site and circled by Calusa Club Drive. The Calusa Club Drive is a two-lane undivided local roadway which provides access to the single-family houses lining the Calusa Golf Course and the Golf Course via SW 130 Avenue. The Calusa Club Drive is subdivided into four geographical sections named: North Calusa Club Drive, from theoretical SW 90 Street on the east to SW 92 Street on the west; East Calusa Club Drive, from theoretical SW 90 Street on the north to SW 128 Avenue on the south; South Calusa Club Drive, from SW 128 Avenue on the east to SW 132 Avenue on the west; and West Calusa Club Drive, from SW 92 Street on the north to SW 132 Avenue on the south. North Calusa Club Drive connects on the north to SW 88 Street/Kendall Drive via SW 133 Avenue; East Calusa Club Drive connects on the east to SW 127 Avenue via SW 93 Street, SW 96 Street, SW 96 Terrace, SW 97 Street, and SW 100 Terrace; South Calusa Club Drive connects on the south to SW 104 Street via SW 128 Place and SW 132 Avenue; and West Calusa Club Drive connects on the west to SW 137 Avenue via SW 96 Street. Currently, access to the application site is via North Calusa Drive on the north and East Calusa Drive on the east, both streets are a two-lane undivided roadway leading from the former Golf Course to the Calusa Club Drive, the “ring road,” circling the golf course.

Traffic conditions are evaluated by the level of service (LOS), which is represented by one of the letters “A” through “F”, with A generally representing the most favorable driving conditions and F representing the least favorable.

Existing Conditions

SR 94/SW 88 Street is a four-, six- and eight-lane divided State Principal Arterial running east-west from SR 997/Krome Avenue/SW 177 Avenue to SR 5/South Dixie Highway/US 1; SW 104 Street is a two-, four- and six-lane divided roadway running east-west from SW 167 Avenue to SR 874/Don Shula Expressway; SR 825/SW 137 Avenue is four- and six-lane divided roadway running north-south from NW 12 Street to SW 344 Street—the segment between N Kendall Drive and SW 128 Street is SR 825; and SW 127 Avenue is a two- and four-lane divided roadway running north-south from NW 25 Street to the CSX railroad corridor south of SW 136 Street. In the vicinity of the application site, SR 94/N Kendall Drive/SW 88 Street between SW 137 Avenue and SW 127 Avenue is a six-lane divided roadway; SW 104 Street between SW 137 Avenue and SW 127 Avenue is also a six-lane divided roadway; SW 127 Avenue between SW 88 Street and SW 104 Street is a four-lane divided roadway; and SW 137 Avenue between SW 88 Street and SW 104 Street is a six-lane divided roadway. SW 88 Street provides access to SR 821/Homestead Extension of the Florida Turnpike (HEFT), SR 826/Palmetto Expressway and South Dixie Highway/US 1, three major north-south arterials, to the east of the application site, and to SW 157 Avenue and SR 997/Krome Avenue, two major north-south arterials to the west of the application site. SW 104 Street provides access in the east to SR 874/Don Shula Expressway and South Dixie Highway/US 1. SR 994/Krome Avenue, the HEFT and SRs 874 and 826 all provide connectivity to other areas in the County.

Existing traffic conditions on major roadways adjacent to and in the vicinity of the application site, which are currently monitored by the State (Year 2015) and the County (Year 2015), are operating at acceptable levels of service. See “Traffic Impact Analysis on Roadways Serving the Amendment Site” Table below.

Estimated PM Peak Hour Trip Generation
By Current and Requested CDMP Land Use Designations

Application No. 7	Current CDMP Designation and Assumed Use/ Estimated No. Of Trips ¹	Requested CDMP Designation and Assumed Use/ Estimated No. Of Trips	Estimated Trip Difference Between Current and Requested CDMP Land Use Designation
Scenario 1	"Parks and Recreation" / Golf Course 66	"Low-Medium Density Residential (6-13 du/ac)" 2,185 SF attached (Townhouses) ² / 1,398	+ 1,332
Scenario 2	"Parks and Recreation" / Golf Course 66	"Low-Medium Density Residential (6-13 du/ac)" 1,345 SF attached (Townhouses) ³ / 861	+ 795
Scenario 3	"Parks and Recreation" / Golf Course 66	"Low-Medium Density Residential (6-13 du/ac)" 481 SF detached and 619 Twonhouses ⁴ / 640	+ 574

Source: Institute of Transportation Engineers, Trip Generation, 9th Edition, 2012; Miami-Dade County Department of Regulatory and Economic Resources, July 2016.

Notes: ¹ Scenarios 1, 2 and 3 under the current CDMP land use designations assumes the application site consisting of ±168.129 acres utilized as a golf course.

² Scenario 1 under the requested CDMP land use designation assumes the application site developed with the maximum potential development of 2,185 single-family attached residential housing units (townhouses).

³ Scenario 2 under the requested CDMP land use designation assumes the application site developed in accordance with the original covenant submitted with the amendment application limiting development to eight (8) dwelling units per acre—1,345 single family attached residential units (townhouses).

⁴ Scenario 3 under the requested CDMP land use designation is based on the revised covenant submitted September 1, 2016 limiting development of the property to 1,100 single-family residential units and in accordance with the development program (481 single-family residences and 619 single-family attached residences) considered in the Traffic Study submitted in support to the application.

Trip Generation

The applicant is requesting the re-designation of the entire golf course—approximately ±168.129 acres—on the County's adopted 2020 and 2030 Land Use Plan map from "Parks and Recreation" to "Low-Medium Density Residential (6-13 du/ac)". Under the requested CDMP land use designation of "Low-Medium Density Residential", three potential development scenarios were analyzed for traffic impacts: Scenario 1 assumes the application site developed with the maximum potential development of 2,185 single-family attached residential housing units (townhouses); Scenario 2 assumes the application site developed with 1,345 single-family attached residential housing units in accordance with the applicant's proffered Declaration of Restrictions (covenant) originally submitted with the amendment application limiting residential development on the application site to eight (8) dwelling units per acre; and Scenario 3 assumes the application site developed with 1,100 residential dwellings units —481 single-family detached and 619 single-family attached (townhouses)— in accordance with the revised covenant submitted September 1, 2016 and the development program considered in the Traffic Study submitted in support of the application. Under the current CDMP land use designation of "Parks and Recreation", one single development scenario—the current golf course—was analyzed to determine the traffic impact that

would be generated by the golf course for comparison with the potential traffic impacts that would be generated by the three development scenarios, Scenarios 1, 2 and 3, analyzed under the requested CDMP land use designation of “Low-Medium Density Residential (6-13 DUs/Acre).” The existing golf course is estimated to generate approximately 66 PM peak hour vehicle trips. Scenario 1, the maximum potential residential development (2,185 townhouses), would generate approximately 1,398 PM peak hour trips, or 1,332 more PM peak hour trips than the golf course. Scenario 2 (1,398 townhouses) would generate approximately 861 PM peak hour trips, or 795 more PM peak hour trips than the golf course. And Scenario 3 (481 single-family detached dwelling units and 619 townhouses) is expected to generate approximately 640 PM peak hour trips, or 574 more PM peak hour trips than the golf course. See “Estimated PM Peak Hour Trip Generation” Table above.

Short Term Traffic Impact Analysis (Concurrency Evaluation)

A Year 2019 evaluation of peak-period traffic concurrency conditions, which considers reserved trips from approved development not yet constructed as of July 2016, programmed roadway capacity improvements listed in the first three years of the County’s adopted *2017 Transportation Improvement Program (TIP)*, and the PM peak hour trips estimated to be generated by the three potential development scenarios analyzed under the requested CDMP LUP map designations, indicate that all roadway segments—adjacent to and in the vicinity of the application site—that are currently monitored and were analyzed have available capacity to handle the additional traffic impacts that would be generated by the different development scenarios evaluated for the subject application and are projected to operate at acceptable levels of service. See “Traffic Impact Analysis” Table below.

Traffic Impact Analysis on Roadways Serving the Amendment Site
Roadway Lanes, Existing and Concurrency PM Peak Period Operating Level of Service (LOS)

Sta. Num.	Roadway	Location/Link	Num. Lanes	Adopted LOS Std.*	Peak Hour Cap.	Peak Hour Vol.	Existing LOS	Approved D.O's Trips	Total Trips With D.O's Trips	Conc. LOS w/o Amend.	Amendment Peak Hour Trips	Total Trips With Amend.	Concurrency LOS with Amend.
Scenario 1 - 2,185 Single-family attached residential housing units													
2520	SR 825/SW 137 Ave.	SW 88 St. to SW 104 St.	6 DV	D	5,390	2,479	C	0	2,479	C	60	2,539	C
2519	SR 825/SW 137 Ave.	SW 104 St. to SW 120 St.	6 DV	D	5,390	2,890	C	26	2,916	C	94	3,010	C
8198	SW 127 Ave.	SW 72 St. to SW 88 St.	4 DV	D	3,222	1,856	C	0	1,856	C	146	2,002	C
9782	SW 127 Ave.	SW 88 St. to SW 104 St.	4 DV	D	3,160	1,302	C	2	1,304	C	616	1,920	C
9784	SW 127 Ave.	SW 104 St. to SW 120 St.	4 DV	D	2,480	1,108	C	56	1,164	C	152	1,316	C
9206**	SR 94/SW 88 St.	SW 147 Ave. to SW 137 Ave.	6 DV	E+20%	6,468	3,747	C	0	3,747	C	196	3,943	C
60	SR 94/SW 88 St.	SW 137 Ave. to SW 127 Ave.	6 DV	E+20%	6,468	4,413	C	0	4,413	C	316	4,729	C
62	SR 94/SW 88 St.	SW 127 Ave. to SW 117 Ave.	8 DV	E+20%	8,652	4,597	C	2	4,599	C	470	5,070	C
9722	SW 104 St.	SW 147 Ave. to SW 137 Ave.	4 DV	E+20%	4,296	1,829	C	0	1,829	C	91	1,920	C
9720	SW 104 St.	SW 137 Ave. to SW 127 Ave.	6 DV	E+20%	6,756	3,291	C	0	3,291	C	152	3,443	C
9718	SW 104 St.	SW 127 Ave. to SW 117 Ave.	6 DV	E+20%	6,528	4,468	D	0	4,468	D	129	4,597	D
Scenario 2 - 1,345 Single-family attached residential housing units													
2520	SR 825/SW 137 Ave.	SW 88 St. to SW 104 St.	6 DV	D	5,390	2,479	C	0	2,479	C	37	2,516	C
2519	SR 825/SW 137 Ave.	SW 104 St. to SW 120 St.	6 DV	D	5,390	2,890	C	26	2,916	C	58	2,974	C
8198	SW 127 Ave.	SW 72 St. to SW 88 St.	4 DV	D	3,222	1,856	C	0	1,856	C	90	1,946	C
9782	SW 127 Ave.	SW 88 St. to SW 104 St.	4 DV	D	3,160	1,302	C	2	1,304	C	379	1,683	C
9784	SW 127 Ave.	SW 104 St. to SW 120 St.	4 DV	D	2,480	1,108	C	56	1,164	C	94	1,258	C
9206**	SR 94/SW 88 St.	SW 147 Ave. to SW 137 Ave.	6 DV	E+20%	6,468	3,747	C	0	3,747	C	121	3,868	C
60	SR 94/SW 88 St.	SW 137 Ave. to SW 127 Ave.	6 DV	E+20%	6,468	4,413	C	0	4,413	C	195	4,608	C
62	SR 94/SW 88 St.	SW 127 Ave. to SW 117 Ave.	8 DV	E+20%	8,652	4,597	C	2	4,599	C	289	4,888	C
9722	SW 104 St.	SW 147 Ave. to SW 137 Ave.	4 DV	E+20%	4,296	1,829	C	0	1,829	C	56	1,885	C
9720	SW 104 St.	SW 137 Ave. to SW 127 Ave.	6 DV	E+20%	6,756	3,291	C	0	3,291	C	74	3,385	C
9718	SW 104 St.	SW 127 Ave. to SW 117 Ave.	6 DV	E+20%	6,528	4,468	D	0	4,468	D	80	4,548	D
Scenario 3 - 481 Single-family detached and 619 single-family attached residential housing units													
2520	SR 825/SW 137 Ave.	SW 88 St. to SW 104 St.	6 DV	D	5,390	2,479	C	0	2,479	C	27	2,506	C
2519	SR 825/SW 137 Ave.	SW 104 St. to SW 120 St.	6 DV	D	5,390	2,890	C	26	2,916	C	43	2,959	C
8198	SW 127 Ave.	SW 72 St. to SW 88 St.	4 DV	D	3,222	1,856	C	0	1,856	C	67	1,923	C
9782	SW 127 Ave.	SW 88 St. to SW 104 St.	4 DV	D	3,160	1,302	C	2	1,304	C	281	1,585	C
9784	SW 127 Ave.	SW 104 St. to SW 120 St.	4 DV	D	2,480	1,108	C	56	1,164	C	70	1,234	C
9206**	SW 88 St.	SW 147 Ave. to SW 137 Ave.	6 DV	E+20%	6,468	3,747	C	0	3,747	C	90	3,837	C

Traffic Impact Analysis on Roadways Serving the Amendment Site
Roadway Lanes, Existing and Concurrency PM Peak Period Operating Level of Service (LOS)

Sta. Num.	Roadway	Location/Link	Num. Lanes	Adopted LOS Std.*	Peak Hour Cap.	Peak Hour Vol.	Existing LOS	Approved D.O's Trips	Total Trips With D.O's Trips	Conc. LOS w/o Amend.	Amendment Peak Hour Trips	Total Trips With Amend.	Concurrency LOS with Amend.
60	SR 94/SW 88 St.	SW 137 Ave. to SW 127 Ave.	6 DV	E+20%	6,468	4,413	C	0	4,413	C	145	4,558	C
62	SR 94/SW 88 St.	SW 127 Ave. to SW 117 Ave.	8 DV	E+20%	8,652	4,597	C	2	4,599	C	215	4,814	C
9722	SW 104 St.	SW 147 Ave. to SW 137 Ave.	4 DV	E+20%	4,296	1,829	C	0	1,829	C	42	1,871	C
9720	SW 104 St.	SW 137 Ave. to SW 127 Ave.	6 DV	E+20%	6,756	3,291	C	0	3,291	C	70	3,361	C
9718	SW 104 St.	SW 127 Ave. to SW 117 Ave.	6 DV	E+20%	6,528	4,468	D	0	4,468	D	59	4,527	D

Source: Compiled by the Miami-Dade County Department of Regulatory and Economic Resources; Miami-Dade County Department of Transportation and Public Works and Florida Department of Transportation, July 2016.

Notes: DV= Divided Roadway.

* County adopted roadway level of service standard applicable to the roadway segment: D (90% capacity); E (100% capacity); E+20% (120% capacity) for roadways serviced with mass transit having 20 minutes or less headways between the Urban Infill Area (UIA) and the Urban Development Boundary (UDB).

**Traffic counts for this count station are year 2014; all other traffic counts are year 2015.

Scenario 1 under the requested CDMP land use designation assumes the application site developed with 2,185 single-family attached residential housing units.

Scenario 2 under the requested CDMP land use designation assumes the application site developed in accordance with the original covenant submitted with the amendment application limiting development to eight (8) dwelling units per acre--1,345 single family attached residential units.

Scenario 3 under the requested CDMP land use designation is based on the revised covenant submitted September 1, 2016 by the applicant limiting development of the property to 1,100 single-family residential units and in accordance with the development program considered in the Traffic Study submitted in support of the application, which include 481 single-family residences and 619 single-family attached residences (townhouses).

Programmed and Planned Roadway Improvements

The MPO's adopted *2017 Transportation Improvement Program* lists the following roadway capacity improvement projects programmed for construction in fiscal years 2016/2017-2021/2022 in the vicinity of the application site (see table below).

Programmed Road Capacity Improvements
Fiscal Years 2016/2017 – 2020/2021

Roadway	From	To	Type of Improvement	Fiscal Year
SR 997/Krome Ave.	MP 2.754	MP 5.122	Widen from 2 to 4 lanes	Under CST
SR 997/Krome Ave.	SW 8 St.	MP 2.754	Widen from 2 to 4 lanes	Under CST
SR 997/Krome Ave.	SW 8 St.	SW 88 St.	Widen from 2 to 4 lanes	Under CST
SR 997Krome Ave.	SW 88 St.	SW 136 St.	Widen from 2 to 4 lanes	Under CST
SR 997Krome Ave.	SW 136 St.	SW 184 St.	Add 2 lanes and reconstruct	2017/2018 2018/2019
HEFT	SR 836	Bird Rd.	Widen from 6 to 10 lanes incl. exp. lanes	2016/2017
HEFT	Bird Rd.	SW 72 St.	Widen from 6 to 10 lanes incl. exp. lanes	Under CST
HEFT	SW 72 St.	Killian Pkwy.	Widen from 6 to 10 lanes incl. exp. lanes	Under CST
HEFT	Killian Pkwy.	Eureka Drive/SW 184 St.	Widen to 8 and 12 lanes incl. exp. lanes	Under CST
SR 826/Palmetto and SR 836/Dolphin Interchange	N/O SW 8 St. NW 87 Ave.	South of 25 St NW 57 Ave./Red Rd.	Interchange improvement	Under CST
SR 826 and I-75	Flagler Street NW 170 St.	NW 154 St. SR 826	Add special use lane	Under CST

Source: 2017 *Transportation Improvement Program*, Miami-Dade County Metropolitan Planning Organization, May 19, 2016.

The MPO's adopted *2040 Miami-Dade Long Range Transportation Plan (LRTP)*, Cost Feasible Plan, lists the following roadway capacity improvement projects in the vicinity of the application site for construction in the next 24 years (see table below).

Planned Roadway Capacity Improvements
Fiscal Years 2015/2016 through 2019/2040

Roadway	From	To	Type of Improvement	Priority
HEFT	Bird Rd.	SW 72 St.	Widen 6 to 10 lanes incl. exp. lanes	Under CST
HEFT	SW 72 St.	Killian Pkwy.	Widen 6 to 10 lanes incl. exp. lanes	Under CST
HEFT	Killian Pkwy.	Eureka Drive/SW 184 St.	Widen 8 & 12 lanes incl. exp. lanes	Under CST
Krome Avenue/SR 997	MP 2.754	MP 5.122	Widen 2 to 4 lanes	Under CST.
Krome Avenue/SR 997	SW 8 St.	MP 2.754	Widen 2 to 4 lanes	Under CST
Krome Avenue/SR 997	SW 88 St.	SW 8 St.	Widen 2 to 4 lanes	Under CST
Krome Avenue/SR 997	SW 88 St.	SW 136 St.	Widen 2 to 4 lanes	Under CST
Krome Avenue/SR 997	SW 184 St.	SW 136 St.	Widen 2 to 4 lanes	I
HEFT	SR 836	Bird Rd.	Widen 6 to 10 lanes incl. exp. lanes	I
SW 157 Ave.	SW 184 St.	SW 152 St.	New 4 lane road construction	I
SW 107 Ave.	SW 3 St.	West Flagler St.	Add lanes and rehab. pavement	I
SW 107 Ave.	SW 1100 Block	SW 3 St.	Add lanes and rehab. pavement	I
NW 97 Ave.	NW 58 St.	NW 70 St.	Add 2 lanes and reconstruct	I
NW 97 Ave.	NW 70 St.	NW 74 St.	New 4 lane road construction	I
NW 87 Ave.	NW 74 St.	NW 103 St.	New 2 lane road construction	I
NW 87 Ave.	NW 154 St.	NW 186 St.	Add 2 lanes and reconstruct	I
SR 826/Palmetto and I-75	Flagler	NW 154 St.	Managed lanes	I
SR 836/Dolphin Expy.	NW 170 St.	SR 826/Palmetto		
	NW 107 Ave.	SR 836	Construction of access ramp	I

Planned Roadway Capacity Improvements
Fiscal Years 2015/2016 through 2019/2040

Roadway	From	To	Type of Improvement	Priority
SR-874/Don Shula ramp connector	SW 128 St.	SR-874/Don Shula	New connector ramp construction	I
SW 152 St.	SW 157 Ave.	SW 147 Ave.	Add 2 lanes and reconstruct	I
SW 127 Ave.	SW 120 St.	SW 144 St.	Add 2 lanes a& const. new 4 lanes	II
NW 82 Ave.	NW 8 St.	NW 12 St.	New 4 lane road construction	II
Direct Ramps to Dolphin Station Transit Terminal	SR-821/HEFT Managed Lanes	Dolphin Station Transit Terminal	Direct access ramps for transit and trucks	II
NW 12 St.	NW 107 Ave.	SR-826/Palmetto Expy.	Widening	II
SW 8 St.	SW 87 Ave.	SW 107 Ave.	Grade Separations at SW 8 St/SW 87 Ave. and SW 8 St/SW 107 Ave	II
SW 24 St.	SW 107 Ave.	SW 87 Ave.	Add 2 lanes and reconstruct	II
SW 80 St.	SW 72 Ave.	US-1	Add 2 lanes and center turn lane and reconstruct	II
SW 147 Ave.	SW 184 St.	SW 152 St.	Add 2 lanes and reconstruct	III
SW 107 Ave.	Quail Roost Dr.	SW 160 St.	Add 2 lanes and reconstruct	III
Ramps between US-1 Busway and SR-826	US-1 Busway	SR 826/Palmetto	Construct ramps connecting the US-1 Busway to SR-826/Palmetto Expy.	III
I-75 Ramp	NW 87 Ave.		New ramp from I-75 s/b to NW 87 Ave. s/b	III
SR-836/Dolphin Managed Lanes	HEFT	SR 826/SR 836 Interchange	Two new managed lanes within the ROW of SR 836	III
SW 24 St.	SW 117 Ave.	SW 107 Ave.	Add 2 lanes and reconstruct	III
SW 72 St.	SW 117 Ave.	SW 157 Ave.	Add 2 lanes and reconstruct	III
SW 157 Ave.	SW 8 St.	SW 42 St.	Add 2 lanes & const. new 4 lanes	IV
SW 137 Ave.	SW 24 St.	SW 8 St.	Add 2 lanes and reconstruct	IV
SW 40 St.	SW 157 Ave.	SW 167 Ave.	New 2 lane road construction	IV
SW 42 St.	SW 162 Ave.	SW 157 Ave.	Add 2 lanes and reconstruct	IV
SW 104 St.	SW 147 Ave.	SW 137 Ave.	Add 2 lanes and reconstruct	IV
SW 104 St.	Hammocks Blvd.	SW 147 Ave.	Add 2 lanes and reconstruct	IV
SW 120 St.	SW 137 Ave.	SW 117 Ave.	Add 2 lanes and reconstruct	IV
SW 152 St.	HEFT	US-1	Add 2 lanes and reconstruct	IV

Source: Miami-Dade 2040 Long Range Transportation Plan, Metropolitan Planning Organization for the Miami Urbanized Area, October 23, 2014.

Notes: Priority I – Project improvements to be funded by 2020; Priority II – Project improvements to be funded between 2021 and 2025; Priority III – Project improvements to be funded between 2026 and 2030; and Priority IV – Projects to be funded between 2031 and 2040.

Long-term Traffic Impact Analysis

A future traffic impact analysis was performed to evaluate the conditions of the major roadways adjacent to the application site and within the study area (impact area) to determine the adequacy of the future roadway network to handle the application's traffic impacts and to meet the adopted LOS standards applicable to the roadways through the year 2040.

The volume to capacity (v/c) ratio is a representation of the roadway volumes proportionate to the roadway capacity and is an expression of the roadway level of service. The correlation between roadway LOS and the v/c ratio is as follows:

- v/c ratio less than or equal to 0.70 is equivalent to LOS B or better;
- v/c ratio between 0.71 and 0.80 is equivalent to LOS C;
- v/c ratio between 0.81 and 0.90 is equivalent to LOS D;
- v/c ratio between 0.91 and 1.00 is equivalent to LOS E;
- v/c ratio of more than 1.00 is equivalent to LOS F.

Two potential development scenarios, Scenarios 1 and 2, were analyzed under the requested "Low-Medium Density Residential (6-13 DU/Acre)" land use designation for future (2040) traffic

conditions. The reason why two development scenarios were analyzed for future impact and not three as in the Short-term (Year 2019) analysis is because at the time RER Planning staff requested the Metropolitan Planning Organization (MPO) to perform the Long-term impact analysis the applicant had not submitted the revised Declaration of Restrictions reducing the number of units from 1,345 to 1,100. As indicated above Scenario 1 assumes the application site developed with 2,185 single-family attached residential units (townhouses) –the maximum potential development, and Scenario 2 assumes the application site developed with 1,345 single-family attached residential housing units in accordance with the applicant's proffered Declaration of Restrictions (covenant) originally submitted with the application at the time the application was filed.

The future traffic conditions analysis indicate that most of the roadways adjacent to the application area and within the study area (area of impact) are projected to operate at acceptable levels of service, with or without the application's traffic impact. However, some roadway segments are projected to exceed their adopted LOS standards by 2040, without the application's impact, and will be further impacted by the application. These roadway segments are: SW 112 Street, SW 184 Street, SW 147 Avenue, and SW 117 Avenue. All these roadways are projected to exceed their adopted LOS standards by 2040 without the application's impact and will be further impacted by the application's trips but not significantly.

The roadway segments which are projected to be further impacted by the application are:

- NW 12 Street between the HEFT and NW 107 Avenue is projected to operate at LOS F (v/c 1.01) without the application's impact (Base Scenario) and will further deteriorate (v/c 1.03) with the application's impact (Scenario 2), the adopted LOS standard is LOS D; and from NW 107 Avenue to NW 87 Avenue is projected to operate LOS F (v/c 1.01) without the application's impact (Base Scenario) and will further deteriorate (v/c 1.05) with the application's impact (Scenario 2), the adopted LOS standard is E.
- SW 88 Street between SW 147 Avenue and SW 137 Avenue is projected to operate at LOS D (v/c 0.82) without the application's impact (Base Scenario) and continue to operate at LOS D (v/c 0.84) with the application's impact (Scenario 1); from SW 137 Avenue to SW 127 Avenue is projected to operate at LOS D (v/c 0.85) without the application's impact (Base Scenario) and continue to operate at LOS D (v/c 0.92) with the application's impact (Scenario 1); and between SW 127 Avenue and the HEFT is projected to operate at LOS E (v/c 1.00) without the application's impact and continue to operate at LOS E (v/c 1.00) with the application's impact (Scenario 1). The adopted LOS Standard for North Kendall Drive from US 1 to SW 167 Avenue is LOS E+20%.
- SW 104 Street between SW 147 Avenue and SW 137 Avenue is projected to operate at LOS B (0.42) without the application's impact (Base Scenario) and continue to operate at LOS B (v/c 0.44) with the application's impact (Scenarios 1 and 2); from SW 137 Avenue to SW 127 Avenue is projected to operate at LOS B (v/c 0.58), without the application's impact (Base Scenario) and continue to operate at LOS B (v/c 0.63) with the application's impact (Scenario 1); and between SW 127 Avenue and SW 117 Avenue is projected to operate at LOS C (v/c 0.78) without the application's impact (Base Scenario) and to operate at LOS D (v/c 0.83) with the application's impact (Scenario 1). The adopted LOS standard for SW 104 Street between SR 874 and SW 167 Avenue is E+20%.
- SW 137 Avenue between SW 72 Street and SW 88 Street is projected to operate at LOS B (v/c of 0.69) without the application's impact (Base Scenario) and to operate at LOS C (v/c 0.71) with the application's impact (Scenario 1); from SW 104 Street to SW 120 Street

is projected to operate at LOS B (v/c of 0.68) without the application's impact and continue to operate at LOS B (v/c 0.71) with the application's impact (Scenario 1).

Even though the proposed CDMP amendment application would further impact those roadway segments projected to operate in violation of their adopted LOS standards by the year 2040, the application's traffic impact is less than 5% of the roadways' maximum service volumes (capacity) based on their adopted LOS standards. See the "2040 Volume to Capacity (V/C) Ratios" table below.

2040 Volume to Capacity (V/C) Ratios

Roadway Segments	No. of Lanes	Adopted CDMP LOS Std. ¹	Base Scenario	Scenario 1		Scenario 2		
			(Without Application)	(With Application)	(With Application)	(With Application)		
			V/C Ratios ²	Projected LOS	V/C Ratios ²	Projected LOS	V/C Ratios ²	Projected LOS
SR 836/Dolphin Expy.								
SW 137 Ave. to HEFT	4 LA	D	0.20	B	0.20	B	0.20	B
HEFT to NW 107 Ave.	6 LA	D	0.14-0.32	B	0.15-0.34	B	0.14-0.32	B
NW 107 Ave. to NW 87 Ave.	8 LA	D	0.21-0.33	B	0.24-0.34	B	0.24-0.33	B
NW 87 Ave. to SR 826	6 LA	D	0.19-0.33	B	0.20-0.34	B	0.20-0.33	B
NW 12 Street								
SW 137 Ave. to SW 127 Ave.	4 DV	D	0.67-0.91	B/E	0.65-0.91	B/E	0.65-0.91	B/E
SW 127 Ave. to HEFT	4 DV	D	1.02-1.30	F	1.02-1.28	F	0.99-1.28	E/F
HEFT to NW 107 Ave.	6 DV	D	0.77-1.01	C/F	0.77-1.01	C/F	0.76-1.03	C/F
NW 107 Ave. to NW 87 Ave.	4 DV	E	0.92-1.01	E/F	0.92-1.01	E/F	0.93-1.05	E/F
NW 87 Ave. to SR 826	4 DV	E	0.81-0.92	D/E	0.87-0.92	D/E	0.87-0.92	D/E
NW 7 Street								
NW 114 Ave. to NW 107 Ave.	4 DV	D	0.26-0.95	B/E	0.27-0.95	B/E	0.26-0.95	B/E
NW 107 Ave. to NW 97 Ave.	4 DV	D	0.69-1.01	B/F	0.69-1.01	B/F	0.69-1.01	B/F
NW 97 Ave. to NW 87 Ave.	4 DV	D	0.70-0.85	B/D	0.71-0.88	C/D	0.70-0.88	B/D
NW 87 Ave. to NW 79 Ave.	4 DV	D	0.37-0.52	B	0.35-0.50	B	0.34-0.49	B
W. Flagler Street								
HEFT to NW 107 Ave.	6 DV	E+20%	0.35-0.45	B	0.36-0.47	B	0.35-0.47	B
NW/SW 107 Ave. to NW/SW 97 Ave.	6 DV	E+20%	0.32-0.62	B	0.32-0.61	B	0.31-0.61	B
NW/SW 97 Ave. to NW/SW 87 Ave.	6 DV	E+20%	0.48-0.66	B	0.49-0.66	B	0.49-0.66	B
NW/SW 87 Ave. to SR 826	6 DV	E+20%	0.64-0.91	B/E	0.64-0.91	B/E	0.65-0.91	B/E
SW 8 Street								
SW 177 Ave. to SW 157 Ave.	4 DV	C	0.52-0.53	B	0.54-0.56	B	0.52-0.54	B
SW 157 Ave. to SW 147 Ave.	6 DV	E+20%	0.56-0.65	B	0.58-0.66	B	0.57-0.65	B
SW 147 Ave. to SW 137 Ave.	6 DV	E	0.79-0.88	C/D	0.81-0.89	D	0.80-0.88	D
SW 137 Ave. to SW 127 Ave.	6 DV	D	0.53-0.66	B	0.54-0.67	B	0.53-0.66	B
SW 127 Ave. to SW 122 Ave.	6 DV	E	0.77-0.79	C	0.78-0.81	C/D	0.78-0.80	C
SW 122 Ave. to HEFT	8 DV	E+20%	0.74-0.90	C/D	0.75-0.90	C/D	0.75-0.90	C/D
HEFT to SW 107 Ave.	6 DV	E+20%	0.68-0.83	B/D	0.68-0.85	B/D	0.67-0.82	B/D
SW 107 Ave. to SW 97 Ave.	8 DV	E+20%	0.57-0.71	B/C	0.58-0.71	B/C	0.57-0.71	B/C
SW 97 Ave. to SW 87 Ave.	8 DV	E+20%	0.71-0.75	C	0.71-0.75	C	0.71-0.75	C
SW 87 Ave. to SR 826	6 DV	E+20%	0.87-1.01	D/E+1%	0.88-1.01	D/E+1%	0.88-1.01	D/E+1%
SW 24 St./Coral Way								
SW 157 Ave. to SW 147 Ave.	4 DV	E+20%	0.27-0.38	B	0.29-0.41	B	0.28-0.39	B
SW 147 Ave. to SW 137 Ave.	4 DV	E+20%	0.60-0.72	B/C	0.62-0.74	B/C	0.60-0.72	B/C
SW 137 Ave. to SW 127 Ave.	4 DV	E+20%	0.42-0.63	B	0.44-0.65	B	0.42-0.63	B
SW 127 Ave. to HEFT.	4 DV	E+20%	0.63-1.00	B/E	0.65-1.00	B/E	0.63-1.00	B/E
HEFT to SW 107 Ave.	4 DV	E+20%	0.43-0.51	B	0.44-0.53	B	0.43-0.52	B
SW 107 Ave. to SW 97 Ave.	4 DV	E+20%	0.42-0.46	B	0.41-0.45	B	0.43-0.47	B
SW 97 Ave. to SW 87 Ave.	4 DV	E+20%	0.52-0.56	B	0.52-0.56	B	0.53-0.57	B
SW 87 Ave. to SR 826	6 DV	E+20%	0.63-0.80	B/C	0.63-0.80	B/C	0.64-0.80	B/C
SW 40 St./Bird Road								
SW 167 Ave. to SW 157 Ave.	2 UD	D	0.13-0.17	B	0.13-0.18	B	0.14-0.18	B
SW 157 Ave. to SW 147 Ave.	4 DV	D	0.28-0.37	B	0.27-0.37	B	0.27-0.37	B
SW 147 Ave. to SW 137 Ave.	4 DV	D	0.39	B	0.41	B	0.40	B
SW 137 Ave. to SW 127 Ave.	4 DV	D	0.51-0.65	B	0.51-0.67	B	0.52-0.65	B
SW 127 Ave. to HEFT	4 DV	E	0.73-1.00	C/E	0.76-1.00	C/E	0.62-1.00	B/E
HEFT to SW 107 Ave.	6 DV	E	0.58-0.62	B	0.58-0.63	B	0.58-0.62	B
SW 107 Ave to SW 97 Ave	6 DV	E	0.47-0.53	B	0.49-0.54	B	0.49-0.52	B
SW 97 Ave. to SW 87 Ave.	6 DV	E	0.48-0.53	B	0.49-0.54	B	0.48-0.54	B
SW 87 Ave. to SR 826	6 DV	E	0.60-0.76	B/C	0.60-0.76	B/C	0.59-0.78	B/C
SW 56 St./Miller Rd.								
SW 167 Ave. to SW 157 Ave.	4 DV	D	0.10-0.16	B	0.09-0.14	B	0.10-0.16	B
SW 157 Ave. to SW 147 Ave.	4 DV	D	0.22-0.42	B	0.22-0.42	B	0.24-0.43	B
SW 147 Ave. to SW 137 Ave.	4 DV	D	0.45-0.57	B	0.46-0.58	B	0.47-0.59	B
SW 137 Ave. to SW 127 Ave.	4 DV	D	0.62-0.77	B/C	0.64-0.79	B/C	0.62-0.78	B/C
SW 127 Ave. to HEFT	4 DV	D	0.73-0.82	C/D	0.74-0.84	C/D	0.73-0.82	C/D
HEFT to SW 107 Ave.	4 DV	D	0.57-0.73	B/C	0.59-0.75	B/C	0.56-0.73	B/C
SW 107 Ave to SW 97 Ave.	4 DV	D	0.61-0.68	B	0.62-0.70	B	0.59-0.67	B
SW 97 Ave. to SW 87 Ave.	4 DV	D	0.65-0.71	B/C	0.67-0.72	B/C	0.63-0.69	B
SW 87 Ave. to SR 826	4 DV	D	0.77-0.86	C/D	0.76-0.86	C/D	0.76-0.86	C/D
SW 72 St./Sunset Dr.								
SW 167 Ave. to SW 157 Ave.	4 DV	E+20%	0.13-0.38	B	0.13-0.39	B	0.11-0.35	B
SW 157 Ave. to SW 147 Ave.	6 DV	E+20%	0.25-0.31	B	0.26-0.31	B	0.25-0.31	B
SW 147 Ave. to SW 137 Ave.	6 DV	E+20%	0.33-0.43	B	0.33-0.44	B	0.32-0.43	B
SW 137 Ave. to SW 127 Ave.	6 DV	E+20%	0.59-0.61	B	0.61-0.64	B	0.60-0.64	B
SW 127 Ave. to HEFT	6 DV	E+20%	0.65-0.71	B/C	0.68-0.71	B/C	0.66-0.71	B/C
HEFT to SW 107 Ave.	4 DV	E+20%	0.90-0.91	D/E	0.93-0.94	E	0.92-0.95	E
SW 97 Ave. to SW 87 Ave.	4 DV	E+20%	0.87-0.93	D/E	0.87-0.93	D/E	0.87-0.92	B/E
SW 87 Ave. to SR 826	4 DV	E+20%	0.83-0.88	D	0.84-0.87	D	0.83-0.87	D

2040 Volume to Capacity (V/C) Ratios

Roadway Segments	No. of Lanes	Adopted CDMP LOS Std. ¹	Base Scenario	Scenario 1		Scenario 2		
			(Without Application)	(With Application)	(With Application)	(With Application)		
			V/C Ratios ²	Projected LOS	V/C Ratios ²	Projected LOS	V/C Ratios ²	Projected LOS
SW 88 St./Kendall Dr.								
SW 177 Ave. to SW 167 Ave.	4 DV	D	0.14-0.58	B	0.15-0.63	B	0.15-0.61	B
SW 167 Ave. to SW 157 Ave.	4 DV	E+20%	0.37-0.71	B/C	0.40-0.73	B/C	0.39-0.71	B/C
SW 157 Ave. to SW 147 Ave.	6 DV	E+20%	0.48-0.50	B	0.49-0.50	B	0.46-0.50	B
SW 147 Ave. to SW 137 Ave.	6 DV	E+20%	0.62-0.82	B/D	0.68-0.84	B/D	0.67-0.83	B/D
SW 137 Ave. to SW 127 Ave.	6 DV	E+20%	0.70-0.85	B/D	0.70-0.92	B/E	0.73-0.85	C/D
SW 127 Ave. to HEFT	8 DV	E+20%	0.69-1.00	B/E	0.73-1.00	C/E	0.70-1.00	B/E
HEFT to SW 107 Ave.	4 DV	E+20%	0.65-0.70	B	0.68-0.72	B/C	0.65-0.69	B
SW 107 Ave. to SR 874	4 DV	E+20%	0.81-0.89	D	0.82-0.91	D/E	0.79-0.88	C/D
SR 874 to SW 87 Ave.	4 DV	E+20%	0.72-1.00	C/E	0.73-1.00	C/E	0.73-1.00	C/E
SW 87 Ave. to SR 826	4 DV	E+20%	0.78-0.86	C/D	0.78-0.91	C/E	0.78-0.90	C/D
SW 104 St./Killian Pkwy.								
SW 167 Ave. to SW 157 Ave.	2 UD	D	0.19-0.33	B	0.18-0.33	B	0.19-0.33	B
SW 157 Ave. to SW 147 Ave.	4 DV	D	0.21-0.58	B	0.22-0.59	B	0.22-0.60	B
SW 147 Ave. to SW 137 Ave.	4 DV	D	0.36-0.42	B	0.37-0.44	B	0.36-0.44	B
SW 137 Ave. to SW 127 Ave.	6 DV	D	0.56-0.58	B	0.61-0.63	B	0.58-0.60	B
SW 127 Ave. to SW 117 Ave.	6 DV	D	0.63-0.78	B/C	0.67-0.83	B/D	0.65-0.79	B/C
SW 117 Ave. to SW 107 Ave.	6 DV	E+20%	0.65-0.69	B	0.68-0.72	B/C	0.66-0.70	B
SW 107 Ave. to SW 97 Ave.	4 DV	E	0.50-0.99	B/E	0.52-0.99	B/E	0.66-0.68	B
SW 97 Ave. to SW 87 Ave.	2 DV	D	0.55-0.64	B	0.54-0.67	B	0.57-0.66	B
SW 87 Ave. to US-1	4 DV	D	0.45-0.63	B	0.47-0.63	B	0.44-0.62	B
SW 112 Street								
SW 117 Ave. to SW 107 Ave.	2 DV	D	0.64-0.92	B/E	0.68-0.95	B/E	0.66-0.93	B/E
SW 107 Ave. to SW 97 Ave.	2 DV	D	0.61-0.68	B	0.64-0.71	B/C	0.62-0.68	B
SW 97 Ave. to SW 87 Ave.	2 DV	D	0.71-0.78	C	0.73-0.80	C	0.72-0.78	C
SW 87 Ave. to US-1	2 DV	D	0.67-0.69	B	0.67-0.71	B/C	0.65-0.71	B/C
SW 120 Street								
SW 157 Ave. to SW 147 Ave.	4 DV	D	0.12	B	0.12	B	0.11	B
SW 147 Ave. to SW 137 Ave.	4 DV	D	0.39-0.55	B	0.39-0.56	B	0.39-0.55	B
SW 137 Ave. to SW 127 Ave.	4 DV	D	0.34-0.40	B	0.36-0.40	B	0.36-0.39	B
SW 127 Ave. to HEFT	4 DV	D	0.38	B	0.40-0.67	B	0.38-0.65	B
SW 128 Street								
SW 137 Ave. to SW 127 Ave.	2 DV	D	0.82	D	0.82-0.84	D	0.81-0.83	D
SW 127 Ave. to HEFT	2 DV	D	0.67	B	0.68	B	0.67	B
HEFT to SW 107 Ave.	2 DV	D	0.65-0.81	B/D	0.67-0.83	B/D	0.65-0.81	B/D
SW 107 Ave. to SW 102 Ave.	2 DV	D	0.18	B	0.17	B	0.18	B
SW 136 Street								
SW 157 Ave. to SW 147 Ave.	4 DV	D	0.31-0.39	B	0.33-0.41	B	0.31-0.40	B
SW 147 Ave. to SW 137 Ave.	4 DV	D	0.39-0.63	B	0.41-0.63	B	0.40-0.65	B
SW 137 Ave. to SW 127 Ave.	4 DV	D	0.34	B	0.34	B	0.33	B
SW 127 Ave. to SW 122 Ave.	4 DV	D	0.06-0.07	B	0.07-0.08	B	0.06-0.07	B
SW 152 Street								
SW 162 Ave. to SW 157 Ave.	2 DV	E+20%	0.36	B	0.35	B	0.38	B
SW 157 Ave. to SW 147 Ave.	4 DV	D	0.42-0.44	B	0.42-0.47	B	0.42-0.47	B
SW 147 Ave. to SW 137 Ave.	4 DV	E+20%	0.61-0.69	B	0.61-0.69	B	0.62-0.71	B/C
SW 137 Ave. to SW 127 Ave.	6 DV	E+20%	0.46-0.51	B	0.45-0.51	B	0.48-0.53	B
SW 127 Ave. to SW 117 Ave.	6 DV	E+20%	0.68-0.79	B/C	0.69-0.81	B/D	0.71-0.83	C/D
SW 117 Ave. to SW 112 Ave.	6 DV	E+20%	0.42-0.50	B	0.49-0.50	B	0.46-0.50	B
SW 112 Ave. to SW 102 Ave.	4 DV	E+20%	0.42	B	0.42	B	0.42	B
SW 102 Ave. to US-1	4 DV	E+20%	0.68	B	0.68	B	0.67	B
SW 168 Street								
SW 117 Ave. to SW 107 Ave.	2 UD	D	0.47-0.50	B	0.44-0.57	B	0.46-0.57	B
SW 107 Ave. to US-1	2 UD	D	0.32-0.39	B	0.34-0.42	B	0.35-0.45	B
SW 184 Street								
SW 177 Ave. to SW 157 Ave.	2 UD	C	0.52-0.55	B	0.51-0.54	B	0.53-0.55	B
SW 157 Ave. to SW 147 Ave.	2 UD	D	0.17-0.22	B	0.15-0.21	B	0.17-0.21	B
SW 147 Ave. to SW 137 Ave.	4 DV	D	0.33-0.46	B	0.32-0.43	B	0.33-0.44	B
SW 137 Ave. to SW 127 Ave.	4 DV	D	0.72-0.74	C	0.71-0.74	C	0.72-0.74	C
SW 127 Ave. to SW 122 Ave.	4 DV	D	0.65	B	0.64	B	0.63	B
SW 122 Ave. to SW 117 Ave.	4 DV	D	0.65-0.69	B	0.62-0.68	B	0.63-0.67	B
SW 117 Ave. to HEFT	4 DV	D	0.70	B	0.70	B	0.70	B
HEFT to SW 107 Ave.	4 DV	D	0.63-1.00	B/E	0.63-1.00	B/E	0.64-1.00	B/E
SW 107 Ave. to US-1	4 DV	D	0.41-0.42	B	0.42-0.43	B	0.28-0.44	B
SW 177 Avenue								
US-27 to SW 8 St.	4 DV	C	0.27-0.57	B	0.28-0.59	B	0.27-0.57	B
SW 8 St. to Bird Road	4 DV	C	0.41-0.45	B	0.42-0.45	B	0.41-0.44	B
Bird Road to SW 88 St.	4 DV	C	0.41-0.42	B	0.42	B	0.41	B
SW 88 St. to SW 136 St.	4 DV	C	0.33-0.55	B	0.33-0.54	B	0.33-0.54	B
SW 136 St. to SW 152 St.	4 DV	C	0.55	B	0.54	B	0.54	B
SW 152 St. to SW 184 St.	4 DV	C	0.54	B	0.53	B	0.53	B

2040 Volume to Capacity (V/C) Ratios

Roadway Segments	No. of Lanes	Adopted CDMP LOS Std. ¹	Base Scenario (Without Application)		Scenario 1 (With Application)		Scenario 2 (With Application)	
			V/C Ratios ²	Projected LOS	V/C Ratios ²	Projected LOS	V/C Ratios ²	Projected LOS
SW 167 Avenue								
SW 42 St. to SW 56 St.	2 UD	D	0.16-0.18	B	0.16-0.18	B	0.17	B
SW 56 St. to SW 72 St.	2 UD	D	0.23	B	0.25	B	0.25-0.26	B
SW 72 St. to SW 88 St.	2 UD	D	0.27-0.29	B	0.32-0.33	B	0.30-0.31	B
SW 88 St. to SW 96 St.	4 DV	D	0.26-0.27	B	0.27	B	0.26	B
SW 96 St. to SW 104 St.	4 DV	D	0.51-0.80	B/C	0.50-0.80	B/C	0.50-0.80	B/C
SW 162 Avenue								
SW 42 St. to SW 56 St.	4 DV	D	0.18-0.30	B	0.18-0.31	B	0.18-0.32	B
SW 56 St. to SW 72 St.	4 DV	D	0.40-0.46	B	0.40-0.47	B	0.42-0.48	B
SW 72 St. to SW 88 St.	4 DV	D	0.52-0.73	B/C	0.54-0.78	B/C	0.54-0.76	B/C
SW 88 St. to SW 96 St.	4 DV	D	0.34-0.43	B	0.34-0.46	B	0.34-0.43	B
SW 96 St. to SW 104 St.	4 DV	D	0.39-0.45	B	0.38-0.44	B	0.38-0.44	B
SW 157 Avenue								
SW 8 St. to SW 26 St.	4 DV	E+20%	0.54-0.56	B	0.54-0.56	B	0.55-0.57	B
SW 26 St. to SW 42 St.	4 DV	E+20%	0.70-0.71	B/C	0.71-0.72	C	0.71-0.72	C
SW 42 St. to SW 56 St.	4 DV	E+20%	0.69-0.74	B/C	0.70-0.75	B/C	0.70-0.74	B/C
SW 56 St. to SW 72 St.	4 DV	D	0.76-0.96	C/E	0.78-0.98	C/E	0.76-0.96	C/E
SW 72 St. to SW 88 St.	4 DV	D	0.63-0.81	B/D	0.65-0.79	B/C	0.64-0.80	B/C
SW 88 St. to SW 96 St.	4 DV	D	0.72-0.88	C/D	0.76-0.91	C/E	0.74-0.87	C/D
SW 96 St. to SW 104 St.	4 DV	D	0.92-0.93	E	0.94-0.94	E	0.92-0.93	E
SW 104 St. to SW 120 St.	4 DV	D	0.70-0.79	B/C	0.74-0.80	C	0.71-0.79	C
SW 120 St. to SW 136 St.	4 DV	D	0.93	E	0.94	E	0.92	E
SW 136 St. to SW 152 St.	4 DV	D	0.98	E	0.98	E	0.98	E
SW 152 St. to SW 168 St.	4 DV	D	0.61-0.65	B	0.60-0.64	B	0.60-0.64	B
SW 168 St. to SW 184 St.	4 DV	D	0.55-0.62	B	0.54-0.61	B	0.55-0.61	B
SW 147 Avenue								
SW 8 St. to SW 26 St.	4 DV	D	0.30-0.32	B	0.32-0.35	B	0.32-0.33	B
SW 26 St. to SW 42 St.	4 DV	E+20%	0.62-0.71	B/C	0.63-0.71	B/C	0.63-0.71	B/C
SW 42 St. to SW 56 St.	4 DV	E+20%	0.44-0.54	B	0.43-0.54	B	0.43-0.53	B
SW 56 St. to SW 72 St.	4 DV	D	0.59-0.65	B	0.60-0.66	B	0.59-0.66	B
SW 72 St. to SW 88 St.	4 DV	D	0.52-0.57	B	0.54-0.58	B	0.55-0.59	B
SW 88 St. to SW 104 St.	4 DV	D	0.37-0.50	B	0.40-0.51	B	0.40-0.52	B
SW 104 St. to SW 120 St.	4 DV	D	0.24-0.43	B	0.25-0.44	B	0.24-0.43	B
SW 152 St. to SW 184 St.	2 DV	D	0.79-0.99	C/E	0.71-0.95	C/E	0.71-0.96	C/E
SW 142 Avenue								
SW 8 St. to Coral Way	2 DV	D	0.74-0.96	C/E	0.74-1.00	C/E	0.74-0.96	C/E
Coral Way to Bird Road	2 DV	D	0.53-0.76	B/C	0.54-0.77	B/C	0.51-0.76	B/C
SW 137 Avenue								
SR 836 to SW 8 St.	6 DV	D	0.56-0.71	B/C	0.57-0.71	B/C	0.55-0.71	B/C
SW 8 St. to SW 26 St.	4 DV	E+20%	0.27-0.40	B	0.28-0.41	B	0.27-0.40	B
SW 26 St. to SW 42 St.	6 DV	D	0.43-0.44	B	0.44	B	0.43-0.44	B
SW 42 Street to SW 56 St.	6 DV	E+20%	0.45-0.56	B	0.46-0.57	B	0.46-0.57	B
SW 56 St. to SW 72 St.	4 DV	D	0.67-0.81	B/D	0.68-0.81	B/D	0.68-0.81	B/D
SW 72 St. to SW 88 St.	4 DV	D	0.66-0.69	B	0.68-0.71	B/C	0.64-0.70	B
SW 88 St. to SW 104 St.	6 DV	E	0.60-0.78	B/C	0.62-0.78	B/C	0.60-0.78	B/C
SW 104 St. to SW 120 St.	6 DV	E	0.65-0.68	B	0.67-0.71	B/C	0.66-0.69	B
SW 120 St. to SW 128 St.	6 DV	E	0.72	C	0.73	C	0.72	C
SW 128 St. to SW 136 St.	6 DV	E	0.90-0.93	D/E	0.90-0.93	D/E	0.89-0.92	D/E
SW 136 St. to SW 152 St.	6 DV	E	0.77-0.80	C	0.76-0.79	C	0.78-0.81	C/D
SW 152 St. to SW 168 St.	6 DV	E	0.60-0.73	B/C	0.59-0.71	B/C	0.59-0.74	B/C
SW 168 St. to SW 184 St.	6 DV	D	0.59	B	0.58	B	0.59	B
SW 132 Avenue								
SR 836 to SW 8 St.	2 DV	D	0.61-0.81	B/D	0.62-0.81	B/D	0.60-0.79	B/C
SW 8 St. to SW 26 St.	2 DV	D	0.75-0.86	C/D	0.75-0.86	C/D	0.76-0.83	C/D
SW 26 St. to SW 42 St.	4 DV	D	0.93-1.03	E/F	0.96-1.05	E/F	0.93-1.04	E/F
SW 42 St. to SW 56 St.	4 DV	D	0.83-0.88	D	0.84-0.89	D	0.84-0.88	D
SW 127 Avenue								
SR 836 to SW 8 St.	4 DV	D	0.48-0.71	B/C	0.47-0.69	B	0.45-0.71	B/C
SW 8 St. to SW 26 St.	4 DV	D	0.32-0.53	B	0.33-0.52	B	0.32-0.54	B
SW 26 St. to SW 42 St.	2 DV	D	0.56-0.62	B	0.56-0.62	B	0.57-0.62	B
SW 42 St. to SW 56 St.	4 DV	D	0.36-0.40	B	0.36-0.42	B	0.37-0.43	B
SW 56 St. to SW 72 St.	4 DV	D	0.51-0.57	B	0.51-0.58	B	0.53-0.59	B
SW 72 St. to SW 88 St.	4 DV	D	0.51-0.59	B	0.56-0.63	B	0.54-0.61	B
SW 88 St. to SW 104 St.	4 DV	D	0.40-0.47	B	0.45-0.60	B	0.45-0.61	B
SW 104 St. to SW 120 St.	4 DV	D	0.51-0.62	B	0.52-0.71	B/C	0.50-0.69	B
SW 120 St. to SW 136 St.	4 DV	D	0.53-0.71	B/C	0.56-0.73	B/C	0.53-0.71	B/C
SW 136 St. to SW 152 St.	2 UD	D	0.78-0.80	C	0.81	D	0.78	C
HEFT								
SR 836 to SW 8 St.	10 LA	D	0.49-0.66	B	0.49-0.67	B	0.47-0.66	B
SW 8 St. to SW 40 St.	10 LA	D	0.33-0.78	B/C	0.33-0.77	B/C	0.33-0.76	B/C

2040 Volume to Capacity (V/C) Ratios

Roadway Segments	No. of Lanes	Adopted CDMP LOS Std. ¹	Base Scenario (Without Application)		Scenario 1 (With Application)		Scenario 2 (With Application)	
			V/C Ratios ²	Projected LOS	V/C Ratios ²	Projected LOS	V/C Ratios ²	Projected LOS
SW 40 St. to SW 72 St.	10 LA	D	0.36-0.45	B	0.36-0.45	B	0.36-0.45	B
SW 72 St. to SW 88 St.	10 LA	D	0.47-0.66	B	0.49-0.67	B	0.47-0.66	B
SW 88 St. to SW 120 St.	10 LA	D	0.28-0.45	B	0.27-0.48	B	0.27-0.45	B
SW 120 St. to SR 874	12 LA	D	0.22-0.24	B	0.22-0.24	B	0.21-0.24	B
SR 874 to SW 152 Ave.	12 LA	D	0.42-0.51	B	0.41-0.51	B	0.41-0.51	B
SW 152 St. to SW 184 St.	12 LA	D	0.42-0.45	B	0.41-0.45	B	0.41-0.46	B
SW 117 Avenue								
SW 8 St. to SW 24 St.	2 DV	D	0.75	C	0.77	C	0.74	C
SW 24 St. to SW 40 St.	2 UD	D	0.39-0.80	B/C	0.40-0.81	B/D	0.39-0.80	B/C
SW 40 St. to SW 56 St.	4 DV	D	0.40-0.67	B	0.40-0.68	B	0.39-0.65	B
SW 56 St. to SW 72 St.	4 DV	D	0.44-0.88	B/D	0.44-0.89	B/D	0.69-0.89	B/D
SW 72 St. to SW 88 St.	4 DV	D	0.85-1.01	D/F	0.87-1.01	D/F	0.85-1.01	D/F
SW 88 St. to SW 104 St.	4 DV	D	0.83-0.89	D	0.84-0.89	D	0.83-0.89	D
SW 104 St. to SW 120 St.	4 DV	D	0.73-0.91	C/E	0.75-0.92	C/E	0.74-0.91	C/E
SW 120 St. to SW 152 St.	4 DV	D	0.86-0.95	D/E	0.75-0.95	C/E	0.88-0.94	D/E
SW 152 St. to SW 184 St.	4 DV	D	0.71-0.89	C/D	0.71-0.88	C/D	0.71-0.88	C/D

Source: Compiled by Miami-Dade County Department of Regulatory and Economic Resources, Planning Division; Metropolitan Planning Organization and Gannett Fleming, Inc., August 2016.

Notes: ¹ Adopted Minimum Peak Period operating Level of Service (LOS) standard for State and County Roadways.

² Volume-to-Capacity (v/c) ratio, which is the ratio of the number of vehicles using the road to the road capacity. The V/C model output is based on daily volumes.

Scenario 1 assumes the application site developed with the maximum potential development of 2,185 single-family attached residential housing units.

Scenario 2 assumes the application site developed in accordance with the original covenant submitted with the amendment application limiting development to eight (8) dwelling units per acre--1,345 single family attached residential units.

Application Impact

The applicant is requesting the re-designation of the entire golf course—approximately ±168.129 acres—on the County’s adopted 2020 and 2030 Land Use Plan map from “Parks and Recreation” to “Low-Medium Density Residential (6-13 du/ac)”. Under the requested CDMP land use designation of “Low-Medium Density Residential”, three potential development scenarios were analyzed for traffic impacts (Concurrency analysis): Scenario 1 assumes the application site developed with the maximum potential development of 2,185 single-family attached residential housing units (townhouses); Scenario 2 assumes the application site developed with 1,345 single-family attached residential units (townhouses) in accordance with the applicant’s proffered Declaration of Restrictions (covenant) originally submitted with the amendment application limiting residential development on the application site to eight (8) dwelling units per acre; and Scenario 3 assumes the application site developed with 1,100 residential dwellings units (481 single-family detached and 619 townhouses) in accordance with the revised covenant submitted in September 2016 and the development program used in the applicant’s Traffic Study submitted in support of the application. Under the current CDMP land use designation, the application area is assumed to continue as golf course. The existing golf course is estimated to generate approximately 66 PM peak hour vehicle trips. The three development scenarios under the requested CDMP land use designation would generate: 1) Scenario 1 approximately 1,398 PM peak hour trips, or 1,332 more PM peak hour trips than the golf course; Scenario 2 would generate approximately 861 PM peak hour trips, or 795 more PM peak hour trips than the golf course; and Scenario 3 would generate approximately 640 PM peak hour trips, or 574 more PM peak hour trips than the golf course. See “Estimated PM Peak Hour Trip Generation” Table above.

The Year 2019 short-term traffic impact (Concurrency) analysis, which considers reserved trips from approved development not yet constructed, programmed roadway capacity improvements listed in the first three years of the County’s adopted 2017 *Transportation Improvement Program*, and the PM peak hour trips estimated to be generated by the potential development scenarios that may occur, indicate that all roadway segments in the vicinity of the application site have enough capacity to handle the additional traffic that would be generated by the different

development scenarios, and projected to operate at acceptable levels of service. See the “Traffic Impact Analysis” table above.

The long-term (Year 2040) traffic impact analysis which evaluate the future conditions of the major roadways within the application area shows that some roadway segments are projected to exceed their adopted LOS standards by 2040 without the application’s impact and will be further impacted by the application. However, those roadway segments projected to exceed their adopted LOS standards by 2040 without the application’s impact will not be significantly impacted by the development scenarios analyzed for the subject application.

It should be pointed out that the proposed CDMP amendment application would impact those roadway segments projected to operate above their adopted LOS standards; however, the application’s traffic impact is less than 5% of the roadways’ maximum service volumes based on their adopted LOS standards. See the “2040 Volume to Capacity (V/C) Ratios” table below.

In summary, the traffic impact analysis indicates that the roadways adjacent to and in the vicinity of the application site that were analyzed would have enough capacity to handle the additional traffic that would be generated by this application.

Applicant’s Traffic Study

The County’s *Instructions for Preparing Applications Requesting Amendments to the Miami-Dade County Comprehensive Development Master Plan May 2016-17 Amendment Cycle* report (*Instructions Report*) requires that applicants of any Standard CDMP application to submit a traffic impact analysis (TIA) report in support of the application. The TIA report shall be prepared by a professional engineer registered in the State of Florida and conducted using a professional methodology accepted by the Department. The applicant’s transportation consultant, David Plummer and Associates (DPA), prepared the *Calusa Land Use Amendment Traffic Study* (Traffic Study) dated May 2016. The Traffic Study analyzes the traffic impacts that the proposed Calusa development (the project) will have on the roadways adjacent to and in the vicinity of the application site. The Traffic Study conducted a short-term (Concurrency) analysis (Year 2019) and a long-term analysis for the project build-out year (Year 2028). A copy of the Traffic Study’s Executive Summary is included in Appendix C. The complete Traffic Study is available online at the Department’s website at <http://www.miamidade.gov/planning/library/reports/planning-documents/application-7-applicant-traffic-study.pdf>. DPA’s Traffic Study concludes that all roadway segments analyzed for existing conditions, short-term (Year 2019) conditions, and long-term (Year 2028) conditions are projected to operate within the County’s adopted LOS standards.

County Staff Comments

County Staff of the Departments of Regulatory and Economic Resources, (RER) Planning Division, and Department of Transportation and Public Works (DTPW), Traffic Engineering, reviewed the subject Traffic Study report and had comments and concerns regarding background traffic, trip distribution and trip assignment. A copy of the letter with the County Staff’s comments is included in Appendix C. On September 20, 2016 the traffic consultant responded to DTPW and RER comments, and submitted a revised *Calusa Land Use Amendment Traffic Study* (Traffic Study) dated September 2016. RER Planning and DTPW staff reviewed the responses to their August 30th, 2016 comments and revised Traffic Study and submitted additional comments on October 21, 2016. These comments include concerns regarding the background growth and trip distribution.

Traffic Counts on Calusa Club Drive

The Department of Transportation and Public Works (DTPW) staff conducted collected traffic counts on Calusa Club Drive (North, South, East and West) to assess the feasibility of implementing traffic calming measures at this location. The traffic data was collected on Wednesday, February 10, 2016, during a twenty-four (24) hour period. The analysis concluded that the traffic data and the roadway characteristics did not meet DTPW criteria for speed humps installation. However, in order to improve operational safety, DTPW recommended the installation of traffic calming devices, and created design plans for traffic circles at the intersection of East Calusa Club Drive and SW 96 Street and other locations along Calusa Club Drive. DTPW conducted the preliminary design process and mailed ballots to the affected property owners for locations on June 29, 2016 with a sketch and instructions for the property owner to vote for or against the traffic circles. On July 29, 2016 DTPW processed the ballots and concluded that because the 100% consensus requirement from all the affected property owners was not met, the traffic circles would not be installed.

Traffic Impact Analyses for Calusa Club Drive

Regulatory and Economic Resources (RER), Planning Division staff decided to utilize the traffic counts to perform a traffic impact analysis on Calusa Club Drive to determine if the Calusa Club Drive has enough capacity to handle the additional vehicle trips that would be generated by the proposed development. The “Calusa Club Drive Traffic Analysis” table below shows the results of the analysis. The traffic analysis indicates that the Calusa Club Drive has the capacity to handle the additional trips that will be generated by the potential development that could occur on the application site. See the “Calusa Club Drive Traffic Analysis” table below.

Calusa Club Drive Traffic Analysis

Roadway	Roadway Segment	Adopted LOS*	Peak Hour Capacity	Daily Volume	Peak Hour (PM)	Existing LOS (PM)	Application Trips	Total Trips with Amendment	Concurrency LOS with Amendment
Scenario 1 – 2,185 SF attached residential housing units									
N. Calusa Club Dr.	SW 92 St. to theo. SW 90 St.	D	1,160	3,726	312	B	698	1,010	C
S. Calusa Club Dr.	SW 128 Ave. to SW 132 Ave.	D	1,180	3,039	143	A	246	389	A
E. Calusa Club Dr.	Theo. 90 St. to SW 128 Ave.	D	1,180	2,301	84	A	700	784	A
W. Calusa Club Dr.	SW 92 St. to SW 132 Ave.	D	1,160	3,678	302	A	189	491	A
Scenario 2 – 1,345 SF attached residential housing units									
N. Calusa Club Dr.	SW 92 St. to theo. SW 90 St.	D	1,160	3,726	312	B	430	742	B
S. Calusa Club Dr.	SW 128 Ave. to SW 132 Ave.	D	1,180	3,039	143	A	152	295	A
E. Calusa Club Dr.	Theo. 90 St. to SW 128 Ave.	D	1,180	2,301	84	A	432	516	A
W. Calusa Club Dr.	SW 92 St. to SW 132 Ave.	D	1,160	3,678	302	A	117	419	A
Scenario 3 – 481 single-family detached and 619 single-family attached residential housing units									
N. Calusa Club Dr.	SW 92 St. to theo. SW 90 St.	D	1,160	3,726	312	B	325	637	B
S. Calusa Club Dr.	SW 128 Ave. to SW 132 Ave.	D	1,180	3,039	143	A	113	256	A
E. Calusa Club Dr.	Theo. 90 St. to SW 128 Ave.	D	1,180	2,301	84	A	320	404	A
W. Calusa Club Dr.	SW 92 St. to SW 132 Ave.	D	1,160	3,678	302	A	87	389	A
Source: Department of Transportation and Public Works, Traffic Engineering Division, and the Department of Regulatory and Economic Resources, Planning Division, July 2016.									
Notes: Traffic counts taken on February 10, 2016.									
* County adopted roadway level of service standard applicable to the roadway segment: D (90% capacity)									

Transit

Existing Service

The application site and surrounding areas are currently served by Metrobus Routes 88, 288, 104, 204, and 137. In February 2016 the Department of Transportation and Public Works (DTPW) deployed Transit Signal Priority (TSP) along Kendall Drive in order to optimize bus operations along the Kendall Corridor. The service frequencies of these Metrobus routes are shown in the “Metrobus Route Service Summary” Table below.

Metrobus Route Service Summary

Routes	Service Headways (in minutes)					Proximity to Bus Stop (miles)	Type of Service
	Peak (AM/PM)	Off-Peak (middays)	Evenings (after 8 pm)	Saturday	Sunday		
88	20	30	30	30	30	0.18	L
288	12	n/a	n/a	n/a	n/a	0.18	F/E
104	24	45	60	60	60	0.23	L
204	7	n/a	n/a	n/a	n/a	0.5	F/E
137	30	45	60	40	45	0.42	L

Source: 2016 *Transit Development Plan*, Miami-Dade Transit (December 2015 Line Up), July 2016.

Notes: L means Metrobus Local route service; F means feeder service to Metrorail; E means Express or Limited-Stop Metrobus service.

Future Conditions

The 2016 *Transit Development Plan (TDP)* proposes the following improvements which are reflected in the “Metrobus Recommended Service Improvements” table below.

Metrobus Recommended Service Improvements and Service Plan

Route	Improvement Description
Kendall Park and Ride at SW 127 Ave.	Construct park-and-ride facility along SW 88 Street/Kendall Drive and SW 127 Avenue. Project is funded, under construction and scheduled for completion in 2017.
Kendall Corridor (Kendall BRT)*	Implement full Bus Rapid Transit (BRT) with dedicated lanes along SW 88 Street/Kendall Drive. This project is funded for a PD&E Study only (partially funded).

Source: 2016 *Transit Development Plan*, Miami-Dade Transit (December 2015 Line Up), July 2016

Note: Based on the CDMP threshold for traffic and/or transit service objectives within a ½ mile distance, the estimated operating or capital costs of maintaining the existing bus service is not associated with this application.

*MPO Resolution No. 31-15 amended the TIP to delete selected Enhanced Bus Service Projects and reallocate said funds to three new projects as follows: Implementation of Bus Rapid Transit along NW 27 Avenue, Flagler Street, and Kendall Drive Transit Corridors. MPO Resolution No. 01-15 prioritized this corridor to be evaluated in a Project Development and Environmental Study (PD&E) Study for the implementation of premium transit.

Major Transit Projects – Kendall Corridor

On February 19, 2015, the Miami-Dade MPO Governing Board directed that the Kendall Corridor be implemented in an expedited manner assuming full Bus Rapid Transit (BRT) as the transit modal technology, pursuant to MPO Resolution No. 01-15. FDOT is currently in the process of selecting a consultant to study the implementation of Bus Rapid Transit (BRT) service and infrastructure along SR 94/SW 88th Street/Kendall Drive from the West Kendall Transit Terminal at SW 162nd Avenue and Kendall Drive to the Dadeland North Metrorail Station. The primary study objective is to evaluate the implementation of a cost-effective, high-ridership BRT system within the Kendall Corridor that is to be part of an overall interconnected premium transit network. It is anticipated that FDOT will select a qualified consultant by the second quarter of 2016.

In September 2015, the MPO Governing Board adopted Resolution Number 31-15, which amended the FY 2016 *Transportation Improvement Program (TIP)* to delete selected Enhanced Bus Service Projects and reallocate said funds to three new projects as follows: “Implementation of Bus Rapid Transit along NW 27th Avenue, Flagler Street, and Kendall Drive Transit Corridors.” Therefore, the Kendall Enhanced Bus Service Project is no longer being pursued.

The Florida Department of Transportation (FDOT) has initiated a study to evaluate BRT and LRT along the Kendall Corridor with the objective of implementing a cost-effective, high-ridership rapid transit system that will be part of an overall interconnected rapid transit network. The County seeks to build upon the results of this study and pursue Federal New or Small Starts funds to ensure rapid transit connections between West Kendall and the Dadeland Area.

In February 2016, the MPO Governing Board adopted Resolution No. 06-16, unanimously approving a policy to set as highest priority the advancement of Rapid Transit Corridors and transit supportive projects in Miami-Dade County. In April 2016, the MPO Governing Board adopted Resolution No. 26-16 endorsing the *Strategic Miami Area Rapid Transit (SMART)* Plan and directing the MPO Executive Director to work with the MPO Fiscal Priorities Committee to determine the costs and potential sources of funding for project development and environment study for six priority corridors, one of which is the Kendall Corridor.

Application Impacts

A preliminary analysis performed in the Traffic Analysis Zone (TAZ) 1257, where the application site is located, indicates that if the application is approved, the expected incremental transit impacts generated by the requested land use amendment are minimal and can be absorbed by the existing transit service in the area.

Aviation

Miami-Dade County Aviation Department (MDAD) does not object to the proposed CDMP amendment provided that all uses comply with federal, state and local aviation regulations, including Chapter 33 of the Code of Miami-Dade County as it pertains to airport zoning.

Consistency Review with CDMP Goals, Objectives, Policies, Concepts and Guidelines

The proposed application could further the following goals, objectives, policies, concepts and guidelines of the CDMP:

- LU-1. The location and configuration of Miami-Dade County's urban growth through the year 2025 shall emphasize concentration and intensification of development around centers of activity, development of well-designed communities containing a variety of uses, housing types and public services, renewal and rehabilitation of blighted areas, and contiguous urban expansion when warranted, rather than sprawl.
- LU-1C. Miami-Dade County shall give priority to infill development on vacant sites in currently urbanized areas, and redevelopment of substandard or underdeveloped environmentally suitable urban areas contiguous to existing urban development where all necessary urban services and facilities are projected to have capacity to accommodate additional demand.
- LU-1S. The Comprehensive Development Master Plan (CDMP) shall be consistent with the Miami-Dade County Strategic Plan adopted by the County Commission on June 3,

2003 by Resolution R-664-03. The Miami-Dade County Strategic Plan includes Countywide community goals, strategies and key outcomes for Miami-Dade County government. Key outcomes of the Strategic Plan that are relevant to the Land Use element of the CDMP include increased urban infill development and decreased urban sprawl, protection of viable agriculture and environmentally-sensitive land, improved community design, reduced flooding, improved infrastructure and redevelopment to attract businesses to underserved and distressed areas, available and high quality green space throughout the County, and more integrated land-use development to decrease dependence on automobiles.

- LU-2A. All development orders authorizing new, or significant expansion of existing, urban land uses shall be contingent upon the provision of services at or above the Level of Service (LOS) standards specified in the Capital Improvements Element (CIE), except as otherwise provided in the “Concurrency Management Program” section of the CIE.
- LU-4A. When evaluating compatibility among proximate land uses, the County shall consider such factors as noise, lighting, shadows, glare, vibration, odor, runoff, access, traffic, parking, height, bulk, scale of architectural elements, landscaping, hours of operation, buffering, and safety, as applicable.
- LU-9B. Miami-Dade County shall continue to maintain, and enhance as necessary, regulations consistent with the CDMP which govern the use and development of land and which, as a minimum, regulate:
- i) Land use consistent with the CDMP Land Use Element and CDMP Level of Service Standards;
 - ii) Subdivision of land;
 - iii) Protection of potable water wellfields;
 - iv) Areas subject to seasonal or periodic flooding;
 - v) Stormwater management;
 - vi) Protection of environmentally sensitive lands;
 - vii) Signage; and
 - viii) On-site traffic flow and parking to ensure safety and convenience and that no avoidable off-site traffic flow impediments are caused by development. The provisions of Policy TC-3A of the Traffic Circulation Subelement, which address access management, shall apply.
- LU-10A. Miami-Dade County shall facilitate contiguous urban development, infill, redevelopment of substandard or underdeveloped urban areas, moderate to high intensity activity centers, mass transit supportive development, and mixed-use projects to promote energy conservation. To facilitate and promote such development Miami-Dade County shall orient its public facilities and infrastructure planning efforts to minimize and reduce deficiencies and establish the service capacities needed to support such development.

Concept No. 1: Control the extent and phasing of urban development in order to coordinate development with the programmed provision of public services.

- CIE-3. CDMP land use decisions will be made in the context of available fiscal resources such that scheduling and providing capital facilities for new development will not degrade adopted service levels.

The proposed application could impede the following goals, objectives, policies, concepts and guidelines of the CDMP:

CDMP Statement of Legislative Intent:

- (1) Nothing in the CDMP shall be construed or applied to constitute a temporary or permanent taking of private property or the abrogation of vested rights as determined to exist by the Code of Miami-Dade County, Florida.
 - (3) The CDMP is intended to set general guidelines and principles concerning its purposes and contents. The CDMP is not a substitute for land development regulations.
 - (5) The CDMP is not intended to preempt the processes whereby applications may be filed for relief from land development regulations. Rather, it is the intent of the Board of County Commissioners that such applications be filed, considered and finally determined, and that administrative remedies be exhausted, where a strict application of the CDMP would contravene the legislative intent as expressed herein.
- LU-4A. When evaluating compatibility among proximate land uses, the County shall consider such factors as noise, lighting, shadows, glare, vibration, odor, runoff, access, traffic, parking, height, bulk, scale of architectural elements, landscaping, hours of operation, buffering, and safety, as applicable.
- LU-4C. Residential neighborhoods shall be protected from intrusion by uses that would disrupt or degrade the health, safety, tranquility, character, and overall welfare of the neighborhood by creating such impacts as excessive density, noise, light, glare, odor, vibration, dust or traffic.
- LU-8D. The maintenance of internal consistency among all Elements of the CDMP shall be a prime consideration in evaluating all requests for amendment to any Element of the Plan. Among other considerations, the LUP map shall not be amended to provide for additional urban expansion unless traffic circulation, mass transit, water, sewer, solid waste, drainage and park and recreation facilities necessary to serve the area are included in the plan and the associated funding programs are demonstrated to be viable.
- CHD-2B. Encourage well-designed infill and redevelopment to reduce vehicle miles traveled, improve air quality, and support an outdoor environment that is suitable for safe physical activity.

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APPENDIX A

Amendment Application

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**APPLICATION FOR AN AMENDMENT TO THE
LAND USE PLAN MAP
OF THE MIAMI-DADE COUNTY
COMPREHENSIVE DEVELOPMENT MASTER PLAN
MAY 2016 CYCLE**

RECEIVED

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PLANNING DIVISION

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Date

May 31, 2016

III. DESCRIPTION OF REQUESTED CHANGE

A. Changes to the Land Use Element

1. The re-designation of approximately 168.129+/- acres of land within the subject property from "Parks and Recreation" to "Low-Medium Density Residential."
2. A text amendment to the Comprehensive Development Master Plan (CDMP), to be added to Parks and Recreation on Page I-52.
3. The acceptance of a proffered Declaration of Restrictions on the subject property to limit development as described hereinafter.

B. Description of Subject Property

The subject property (the "Property") is located at 9400 SW 130th Avenue and consists of approximately 168.129+/- gross acres of land located in unincorporated Miami-Dade County, Florida, lying in Section 2, Township 55, Range 39 East. The Property is assigned folio number 30-5902-000-0010 and is located west of the

Homestead Extension of Florida's Turnpike and east of the Urban Development Boundary. More specifically, the Property sits west of Southwest 127th Avenue, south of Southwest 88th Street, east of Southwest 137th Avenue, and north of Florida 990/Killian Drive. The Property will have two points of access and egress along the perimeter of the Property.

SEE LEGAL DESCRIPTION ATTACHED AS EXHIBIT "C".

B. **Gross Acreage**

Subject application area: 168,129 +/- acres
Acreage owned by applicant: 168,129 +/- acres

C. **Requests**

1. It is requested that the Property be redesignated on the Land Use Plan map from "Parks and Recreation" to "Low-Medium Density Residential."
2. A text amendment is requested on page I-52 of Parks and Recreation in the Land Use Element of the CDMP.
3. It is requested that Miami-Dade County release the Restriction recorded in Official Records Book 5891 at Page 633 of the Public Records of Miami-Dade County, Florida.
4. It is requested that Miami-Dade County accept the proffered Declaration of Restrictions limiting density on the Property.

IV. **REASONS FOR AMENDMENT**

A. **Redesignation of the Property**

The Property consists of over one quarter of Section 02, Township 55, Range 39 East. The Property is assigned folio number 30-5902-000-0010 and carries the street address of 9400 SW 130 Avenue. Redesignation of the Property from "Parks and Recreation" to "Low-Medium Density Residential" allows the owner to make beneficial use of the former golf course and to create new residential supply to service existing housing demands inside the Urban Development Boundary.

1. **The Amendment is Consistent with Surrounding Designations**

A wide range of residential densities exist within close proximity to the Property. Residential development bordering the Property is predominately designated Low Density on the Adopted 2020 and 2030 Land Use Plan Map. Residential neighborhoods with a Medium Density Residential designation sit just north of the Property.

The Applicant is seeking to redesignate the Property to “Low-Medium Density Residential” in order to expand its uses. Currently, the Property is designated “Parks and Recreation,” which includes areas of metropolitan significance, like State parks, and areas of national significance, like the Everglades. The “Parks and Recreation” designation also includes privately-owned non-operational golf courses.

The CDMP allows privately owned land designated “Parks and Recreation” to be developed for a use “comparable to . . . surrounding development,” but includes several development restrictions. *See* I-51. A Low-Medium Density designation allows a private property owner more clearly defined property rights.

2. The Amendment Promotes Appropriate Infill and Guards Against Sprawl

The proposed redesignation furthers Land Use Element Policy 1C, which gives “priority to infill development on vacant sites in currently urbanized areas, and redevelopment of substandard or underdeveloped environmentally suitable urban areas contiguous to existing urban development where all necessary urban services and facilities are projected to have capacity to accommodate additional demand.” This Property sits within the Urban Development Boundary and is one of the last large plots of land in southwest Miami-Dade County that is underdeveloped. Residential development of the Property comports with its surrounding areas, which are comprised of residential homes and residential communities.

Development within the infill area of the Urban Development Boundary provides valuable housing opportunities in areas where the County’s services and amenities are already in existence. Miami-Dade County projects that utilization of the Urban Expansion Area, which begins a short distance west of the Property, will be warranted by the year 2020. *See* I-61. Instead, the Applicant believes that residential development within the existing Urban Development Boundary alleviates the need to expand into the Urban Expansion Area, thereby alleviating the County’s need to expend its resources prematurely on the expansion of public facilities and services.

The Property sits on an ideal location to prevent urban sprawl and encourage habitation along a major activity corridor. Florida Statute 163.3164 defines “urban sprawl” as “a development pattern characterized by low density, automobile-dependent development with either a single use or multiple uses that are not functionally related, requiring the extension of public facilities and services in an inefficient manner, and failing to provide a clear separation between urban and rural areas.” This Property does not create urban sprawl. In fact, this Property is situated in an ideal area to utilize existing public facilities and services that, due to increased population growth, Miami-Dade County continues to improve. The Land Use Element of the CDMP projects that the Property and near surrounding areas will experience a faster population growth than most other areas County-wide. *See* I-75. Specifically, Figure 8 of the Land Use Element projects that the Property’s quadrant, 6.2, will go from a population of 146,136 in 2010 to 173,498 in 2030. *See* I-75.

This Property is located in a prime location for transit-oriented residential development. Southwest 88th Street/Kendall Drive sits directly north of the Property. The Mass Transit Sub-Element of the CDMP designates Kendall Drive as a “Proposed Rapid Transit Corridor.” *See* II-36 to II-42 (“Proposed rapid transit corridors are shown in Figure 2. These corridors include . . . West from Dadeland North Metrorail Station to SW 162 Avenue along Kendall Drive.”). “Rapid transit” is defined as “any heavy rail, light rail, or express buses operating on exclusive rights of way.” *See* II-37. Thus, the County expects population growth in the area and already anticipates providing rapid transit access in close proximity to the Property. The Property is also in close proximity to a Transit Center, which the Mass Transit Sub-Element defines as “locations where several routes or lines, or different modes converge.” *See* II-36. Thus, redesignation of the Property promotes transit-oriented development, in line with the goals and policies of the Comprehensive Development Master Plan. The Property, additionally, has ready access to major roadways and to the Homestead Extension of the Florida Turnpike.

3. **Because a Golf Course is not Economically Viable, the Amendment Promotes an Economically Viable use of Land and Avoids Waste**

In this economy, privately owned land restricted to recreational use is untenable and totally inconsistent with property ownership. The Property formerly operated as a golf course but closed in 2010. In fact, the course’s expenses exceeded its income every year from 2003 until 2010. Based on the residential nature of the surrounding area and the goals, objectives, and policies of the Comprehensive Development Master Plan, the Applicant has determined that it is appropriate to redesignate the land to a category that allows a wider range of permitted uses and provides valuable housing opportunities within the infill area of the Urban Development Boundary.

Properties limited to a golf course use are not marketable and will not become marketable in the foreseeable future. The national golf course industry has faced material changes in market conditions over the past ten consecutive years. Consequently, the vast majority of golf courses have consistently lost income. In 2013 alone, more than 400,000 Americans stopped playing golf. According to a 2014 report, course closures have outnumbered openings each year since 2006. *See* Michael Buteau, *U.S. Golf Course Closures Exceed Openings for Eighth Year*, Bloomberg, Jan. 17, 2014, <http://www.bloomberg.com/news/articles/2014-01-16/golf-course-closings-outpace-openings-for-eighth-straight-year>. In fact, the National Golf Foundation has found that 130 to 160 golf courses have closed every 12 months, and it expects the trend to persist.

4. **The Amendment is Consistent with the Comprehensive Plan**

The Applicant is seeking to redesignate from “Parks and Recreation” to “Low-Medium Density Residential.” A “Low-Medium Density Residential” designation accommodates a broader range of residential development. “Low-Medium Density Residential” includes housing that conforms to the surrounding residential environment: single-family homes, townhouses, and low-rise apartments. *See* I-29. Further, the “Low-Medium Density Residential” designation encourages lot sizes that comport with the

surrounding residential neighborhoods. Thus, this amendment complies with the Housing Variety objective in the Land Use Element. *See* I-33. The CDMP encourages residential communities with a variety of housing types, such as standard single-family detached homes, townhouses, and multi-family units. It also mandates that new residential developments include housing that will contribute to the diversity of housing types in the immediate area.

The Property's density will be regulated by the CDMP Land Use Element "Low-Medium Density Residential" guidelines which, in relevant part, limit the range in density from a minimum of 6.0 to a maximum of 13 dwelling units per acre. In this case, as discussed below, the Applicant covenants not to exceed 8 dwelling units per acre on the Property.

B. **Text Amendment to CDMP Adopted Components, Land Use Element, Parks and Recreation, Page I-51-I-52**

The Applicant is seeking a one paragraph text amendment to the Parks and Recreation section of the Land Use Element on page I-52. The Amendment will apply to the Applicant and others in the future that are similarly situated.

1. **Language of the Text Amendment**

Applicant proposes the addition of a one paragraph text amendment to "Parks and Recreation," which would be located below the last paragraph in the "Parks and Recreation" section on page I-52. The text amendment allows Miami-Dade County to exercise its legislative power to eliminate restrictive covenants on privately-owned property designated "Parks and Recreation" upon the property's CDMP Map redesignation. The amendment reads:

An applicant for redesignation of property from "Parks and Recreation" to a residential designation may include a request to vacate and/or release a restriction imposed, proffered, or accepted in connection with a County action affecting the use of the property. The approval of such application shall operate to vacate and/or release the County's interest in any restriction so imposed, proffered, or accepted that restricts residential development or otherwise requires a use other than residential development.

2. **The Text Amendment Serves a Practical Purpose**

The nature of most privately owned land designated "Parks and Recreation" (golf courses) is that the land is part of a larger residential area and is, in all likelihood, subject to a restrictive covenant limiting the use of the property to a golf course. In such a case, even if the property is obsolete, disused, or even dilapidated, the property owner faces a

nearly impossible feat in obtaining the requisite approvals pursuant to the covenant to change land uses.

3. **The Text Amendment Permits Redesignation of the Property without Encumbrance**

Here, if Applicant is successful in redesignating the Property from “Parks and Recreation” to “Low-Medium Density Residential,” this text amendment allows the Applicant to proceed with the land use process for redevelopment without encumbrance by the restrictive covenant, which is only applicable to the property as a golf course.

C. **Release of Restrictions**

In 1968, a prior owner of the Property proffered that certain Restrictions, recorded in Official Records Book 5891 at Page 633 of the Public Records of Miami-Dade County, Florida, would apply to the property. The Restrictions require that the Property may operate only as a golf course with all uses incidental thereto. The proposed redesignation of the Property from “Parks and Recreation” to “Low-Medium Density Residential,” provides for the release of this previously recorded Restriction consistent with the new designation.

D. **Acceptance of Proffered Declaration of Restrictions**

The Applicant intends to impose new conditions on the development of the Property in the event that the redesignation from “Parks and Recreation” to “Low-Medium Density Residential” is approved. As such, the Applicant is requesting acceptance of the new Declaration of Restrictions that is being proffered as part of this Application. The Declaration of Restrictions limits the density on the Property to 8 units per acre, although the Low-Medium Density Residential designation allows a maximum of 13 units per acre. This use limitation ensures that the Property is developed in a manner that will guarantee cohesiveness with the surrounding residential communities.

E. **Consistency with CDMP Goals, Objectives, and Policies**

The subject Property is currently vacant and unused. Approval of this application would be consistent with the Miami-Dade County Comprehensive Development Master Plan as it would further the following Goals and Policies:

Land Use Objective LU-1: The location and configuration of Miami-Dade County's urban growth through the year 2030 shall emphasize concentration and intensification of development around centers of activity, development of well designed communities containing a variety of uses, housing types and public services, renewal and rehabilitation of blighted areas, and contiguous urban expansion when warranted, rather than sprawl.

Land Use Policy LU-1A: High intensity, well-designed urban centers shall be facilitated by Miami-Dade County at locations having high countywide multimodal accessibility.

Land Use Policy LU-1C: Miami-Dade County shall give priority to infill development on vacant sites in currently urbanized areas, and redevelopment of substandard or underdeveloped environmentally suitable urban areas contiguous to existing urban development where all necessary urban services and facilities are projected to have capacity to accommodate additional demand.

Land Use Policy LU-1E: In planning and designing all new residential development and redevelopment in the county, Miami-Dade County shall vigorously promote implementation of the “Guidelines for Urban Form” contained in the “Interpretation of The Land Use Plan Map” text adopted as an extension of these policies.

Land Use Policy LU-1S: The Miami-Dade County Strategic Plan shall be consistent with the Comprehensive Development Master Plan (CDMP). The Miami-Dade County Strategic Plan includes Countywide community goals, strategies and key outcomes for Miami-Dade County government. Key outcomes of the Strategic Plan that are relevant to the Land Use element of the CDMP include increased urban infill development and urban center development, protection of viable agriculture and environmentally-sensitive land, reduced flooding, improved infrastructure and redevelopment to attract businesses, availability of high quality green space throughout the County, and development of mixed-use, multi-modal, well designed, and sustainable communities.

Land Use Objective LU-2: Decisions regarding the location, extent and intensity of future land use in Miami-Dade County, and urban expansion in particular, shall be based upon the physical and financial feasibility of providing, by the year 2020, all urbanized areas with services at levels of service (LOS) which meet or exceed the minimum standards adopted in the Capital Improvements Element, among other requirements set forth in this plan.

Land Use Policy LU-2B: Priority in the provision of services and facilities and the allocation of financial resources for services and facilities in Miami-Dade County shall be given first to serve the area within the Urban Infill Area and Transportation Concurrency Exception Areas. Second priority shall be given to serve the area between the Urban Infill Area and the Urban Development Boundary. And third priority shall support the staged development of the Urban Expansion Area (UEA). Urban services and facilities which support or encourage urban development in Agriculture and Open Land areas shall be avoided, except for those improvements necessary to protect public health and safety and which service the localized needs of these non-urban areas. Areas designated Environmental Protection shall be particularly avoided.

Land Use Policy LU-4C: Residential neighborhoods shall be protected from intrusion by uses that would disrupt or degrade the health, safety, tranquility, character, and overall welfare of the neighborhood by creating such impacts as excessive density, noise, light, glare, odor, vibration, dust or traffic.

Land Use Policy LU-4E: Zoning shall be examined to determine consistency with the Comprehensive Plan, and if deemed necessary to remedy an inconsistency, rezoning action shall be initiated. Examination could occur through a special zoning study, area-planning activity, or through a study of related issues.

Land Use Policy LU-5B: All development orders authorizing a new land use or development, or redevelopment, or significant expansion of an existing use shall be contingent upon an affirmative finding that the development or use conforms to, and is consistent with the goals, objectives and policies of the CDMP including the adopted LUP map and accompanying "Interpretation of the Land Use Plan Map". The Director of the Department of Regulatory and Economic Resources shall be the principal administrative interpreter of the CDMP.

Land Use Objective LU-7: Miami-Dade County shall require all new development and redevelopment in existing and planned transit corridors and urban centers to be planned and designed to promote transit-oriented development (TOD), and transit use, which mixes residential, retail, office, open space and public uses in a safe, pedestrian and bicycle friendly environment that promotes mobility for people of all ages and abilities through the use of rapid transit services.

Land Use Objective LU-8: Miami-Dade County shall maintain a process for periodic amendment to the Land Use Plan map consistent with the adopted Goals, Objectives and Policies of this plan, which will provide that the Land Use Plan map accommodates projected countywide growth.

Land Use Policy LU-8A: Miami-Dade County shall strive to accommodate residential development in suitable locations and densities which reflect such factors as recent trends in location and design of residential units; a variety of affordable housing options; projected availability of service and infrastructure capacity; proximity and accessibility to employment, commercial and cultural centers; character of existing adjacent or surrounding neighborhoods; avoidance of natural resource degradation; maintenance of quality of life and creation of amenities. Density patterns should reflect the Guidelines for Urban Form contained in this Element.

Land Use Policy LU-8B: Distribution of neighborhood or community-serving retail sales uses and personal and professional offices throughout the urban area shall reflect the spatial distribution of the residential population, among other salient social, economic and physical considerations.

Land Use Policy LU-8E: Applications requesting amendments to the CDMP Land Use Plan map shall be evaluated for consistency with the Goals, Objectives and Policies of all Elements, other timely issues, and in particular the extent to which the proposal, if approved, would:

- i) Satisfy a deficiency in the Plan map to accommodate projected population or economic growth of the County;

- ii) Enhance or impede provision of services at or above adopted LOS Standards;
- iii) Be compatible with abutting and nearby land uses and protect the character of established neighborhoods; and
- iv) Enhance or degrade environmental or historical resources, features or systems of County significance; and
- v) If located in a planned Urban Center, or within 1/4 mile of an existing or planned transit station, exclusive busway stop, transit center, or standard or express bus stop served by peak period headways of 20 or fewer minutes, would be a use that promotes transit ridership and pedestrianism as indicated in the policies under Objective LU-7, herein.

Land Use Policy LU-9J: Miami-Dade County shall continue to use the design guidelines established in its urban design manual as additional criteria for use in the review of all applications for new residential, commercial and industrial development in unincorporated Miami-Dade County, and shall consider the inclusion of such guidelines into its land development regulations.

Land Use Policy LU-10A: Miami-Dade County shall facilitate contiguous urban development, infill, redevelopment of substandard or underdeveloped urban areas, moderate to high intensity activity centers, mass transit supportive development, and mixed-use projects to promote energy conservation. To facilitate and promote such development Miami-Dade County shall orient its public facilities and infrastructure planning efforts to minimize and reduce deficiencies and establish the service capacities needed to support such development.

Transportation Objective TE-1A: As provided in this section and the Mass Transit Subelement, the County shall promote mass transit alternatives to the personal automobile, such as rapid transit (i.e. heavy rail, light rail, and bus rapid transit, premium transit (enhanced and/or express bus)), local route bus and paratransit services.

Transportation Objective TE-5: By 2015, Miami-Dade County shall evaluate the designation of multimodal transportation corridors as "Activity Corridors" on the Land Use Plan Map, Land Use Element and Transportation Element.

Transportation Policy TE-5A: By 2015, Miami-Dade County shall evaluate the designation of multimodal transportation corridors as "Activity Corridors" on the Land Use Plan Map, Land Use Element and Transportation Element such as NW/SW 27, 42, 57, 87, 107 and 137 Avenues, and NW 103, 36/41 Streets, W. Flagler Street, Tamiami Trail (SW 8 St.), Coral Way (SW 24 St.), Bird Road Drive (SW 40/42 St.), Kendall Drive (SW 88 Street), Coral Reef Drive (SW 152 St.), and South Dixie Highway (US 1). The evaluation shall address the following objectives:

- a) Allowed uses,
- b) Development density and intensity,

- c) Urban design guidelines, and
- d) Multimodal components.

Traffic Circulation Objective TC-4: The Traffic Circulation Subelement will continue to be coordinated with the goals, objectives and policies of the Land Use Element, including the land uses, Urban Development Boundary and Urban Expansion Area designated on the Land Use Plan map, and with the goals, objectives and policies of all other Elements of the CDMP.

Traffic Circulation Policy TC-4B: The adopted Land Use Plan map shall be used to guide the planning of future transportation corridors and facilities to ensure the proper coordination between transportation planning and future development patterns.

Traffic Circulation Policy TC-4E: The County shall consistently improve strategies to facilitate a Countywide shift in travel modes from personal automobile use to pedestrian, bicycle and transit modes. The priority for transportation infrastructure expenditures shall be to insure that pedestrian, bicycle and transit features are incorporated into roadway design.

Mass Transit Policy MT-4A: Miami-Dade County, with appropriate private sector contributions shall provide a network of regular mass transit and special services to facilitate access to major centers of employment, commercial, medical, educational, governmental, and recreational activity, and planned urban centers identified in the Land Use Element.

Mass Transit Policy MT-7C: Miami-Dade County shall continue to provide high capacity transit modes in planned highway improvements in congested urban corridors.

V. **LOCATION MAP**

See attached, Exhibit A: Sketch map
Attached under separate cover: Aerial photograph and section map

VI. **ADDITIONAL MATERIALS SUBMITTED**

See attached, Exhibit B: Property surveys prepared by Schwebke-Shiskin & Associates, Inc., dated May 26, 2016.

Supplemental information may be submitted later.

VII. **LEGAL DESCRIPTION**

See attached, Exhibit C.

VIII. **DISCLOSURE OF INTEREST**

See attached, Exhibit D.

IX. **PROPOSED CDMP DECLARATION OF RESTRICTIONS**

See attached, Exhibit E.

X. **TRAFFIC IMPACT STUDY**

See attached, Exhibit F.

XI. **RESERVATION OF RIGHTS AND NON-WAIVER OF CLAIMS**

This application constitutes valid petitioning activity protected by the United States Constitution, the Florida Constitution, and the Miami-Dade County Citizens' Bill of Rights. *See* U.S. Const., amend. 1; Art. I, § 5, Fla. Const.; Home Rule Charter, Miami-Dade Cty., Fla., Citizens' Bill of Rights para. (A).5; *see also Curry v. State*, 811 So. 2d 736, 742 (Fla. 4th DCA 2002). It asks the Miami-Dade County Commission in its legislative and proprietary capacities to reformulate its policy with respect to the [future?] use of the Property to allow for the Property's residential development as more particularly described below. *See Coastal Dev. of N. Fla., Inc. v. City of Jacksonville Beach*, 788 So. 2d 204, 208-09 (Fla. 2001). As part of this request for policy reformulation, if the Commission believes that the Property is suitable for residential development and so decides, the Applicant requests that the County Commission authorize the Property for residential development at the densities and intensities set forth below and, correspondingly, eliminate any County restrictions inconsistent with residential redevelopment.

The Applicant reserves all rights to challenge the legality of any attempt, on the part of the County, to restrict the Property to "golf course" and/or "country club" use (including uses incidental thereto), including attempts based on the "Restriction" recorded in Official Records Book 5891 at Page 633 of the Public Records of Miami-Dade County, Florida. Nothing within this application shall operate as – nor shall this application be deemed to be – a waiver or release of any present and future challenges to the legality of the County's ability to restrict the Property to use as a "golf course" and/or "country club" (including uses incidental thereto), on the basis of the aforementioned recorded "Restriction" or otherwise. This application is submitted without prejudice to any existing or future challenges concerning the legality of any County attempt to restrict the Property to "golf course" and/or "country club" use (including uses incidental thereto), including attempts based on the aforementioned recorded "Restriction," notwithstanding that such challenges have been or may be asserted by the Applicant or another party with an interest in the development of the Property.

Without conceding or acknowledging the existence, availability, applicability, sufficiency, or adequacy of any particular administrative remedy provided in the Miami-Dade County Code, this application is not, nor shall it be deemed to be, (1) pursuit of an administrative remedy, or (2) an attempt to avail or bypass, as the case may be,

administrative remedies provided in the Miami-Dade County Code regarding the release of covenants or otherwise. This application seeks the reformulation of County policy concerning the most appropriate use of the Property, not an administrative remedy. This application is without prejudice to the contemporaneous or future pursuit of administrative remedies, to the extent such remedies exist and are available, applicable, adequate and/or legal remedies.

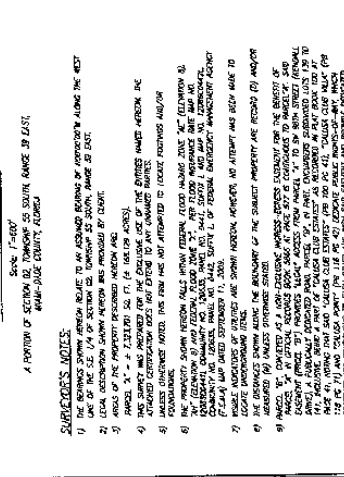
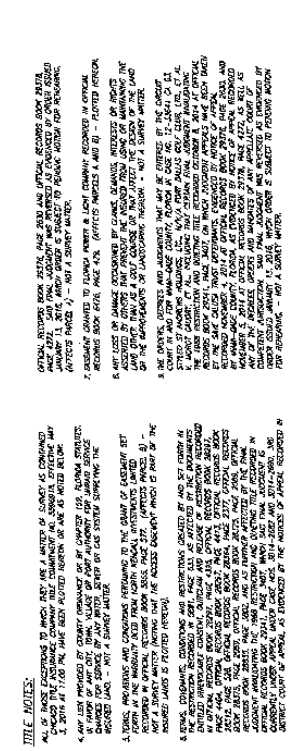
EXHIBIT A

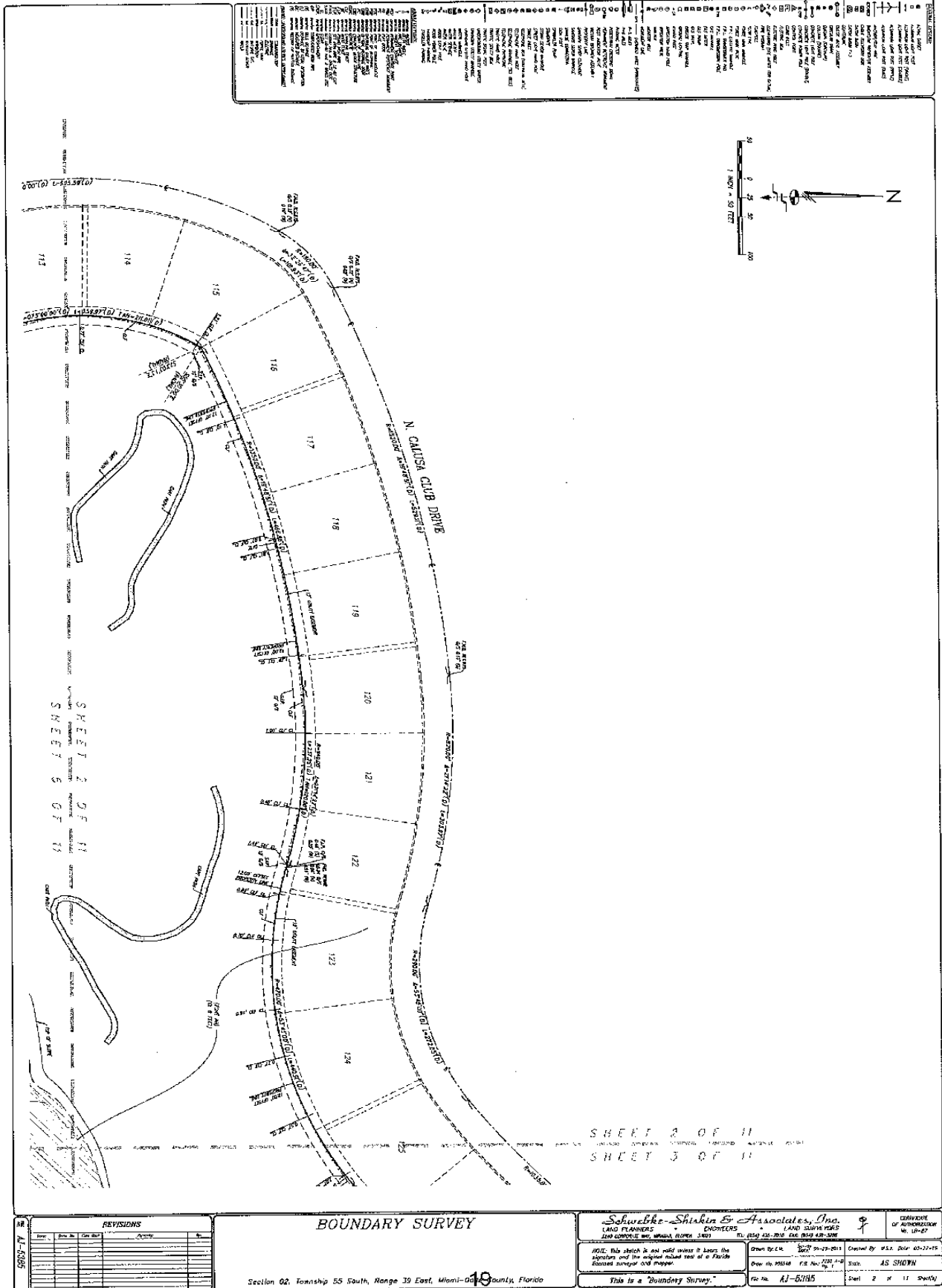
Location Sketch Map

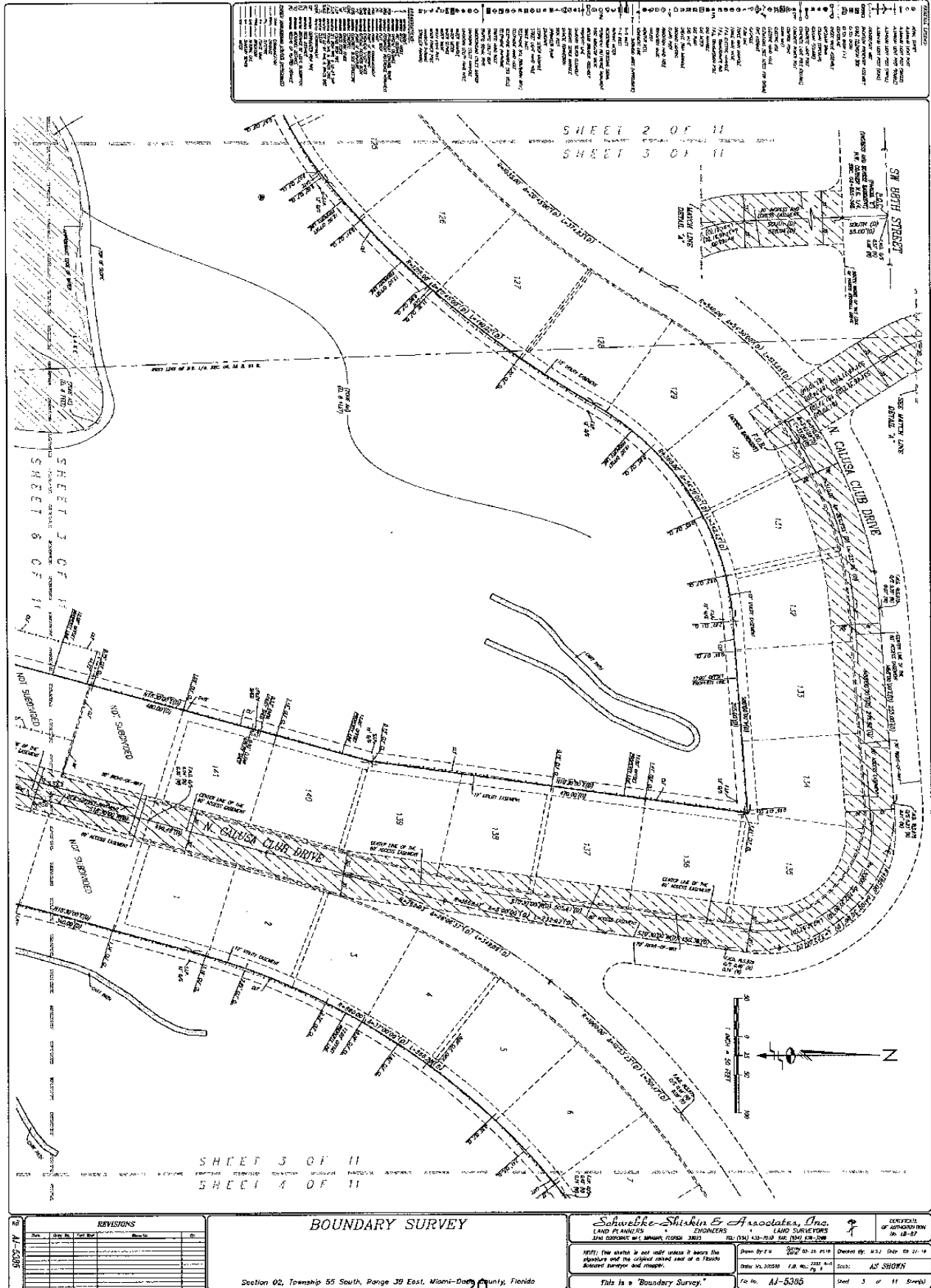
Kendall Associates I, LLLP - CDMP Amendment Application

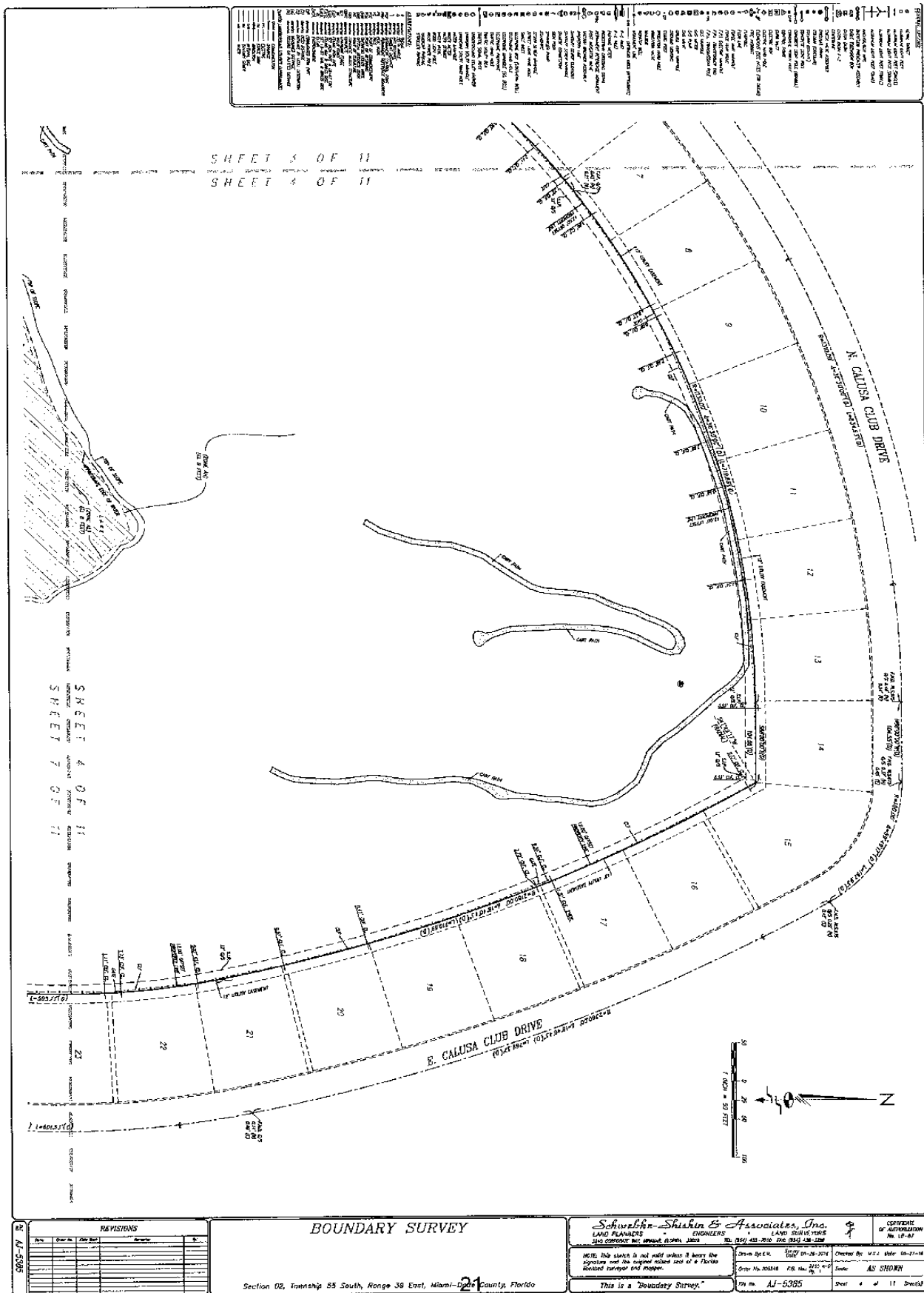
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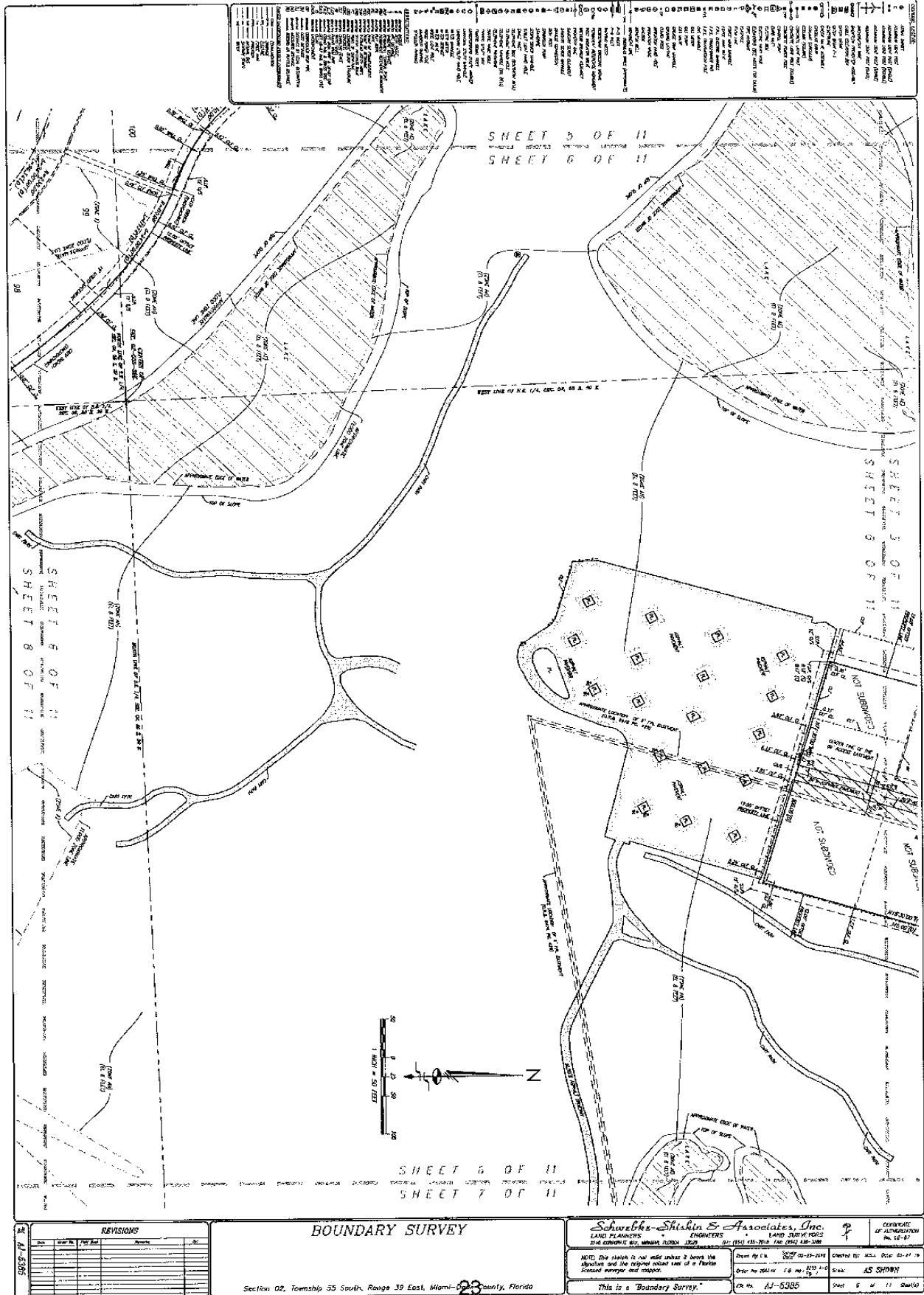
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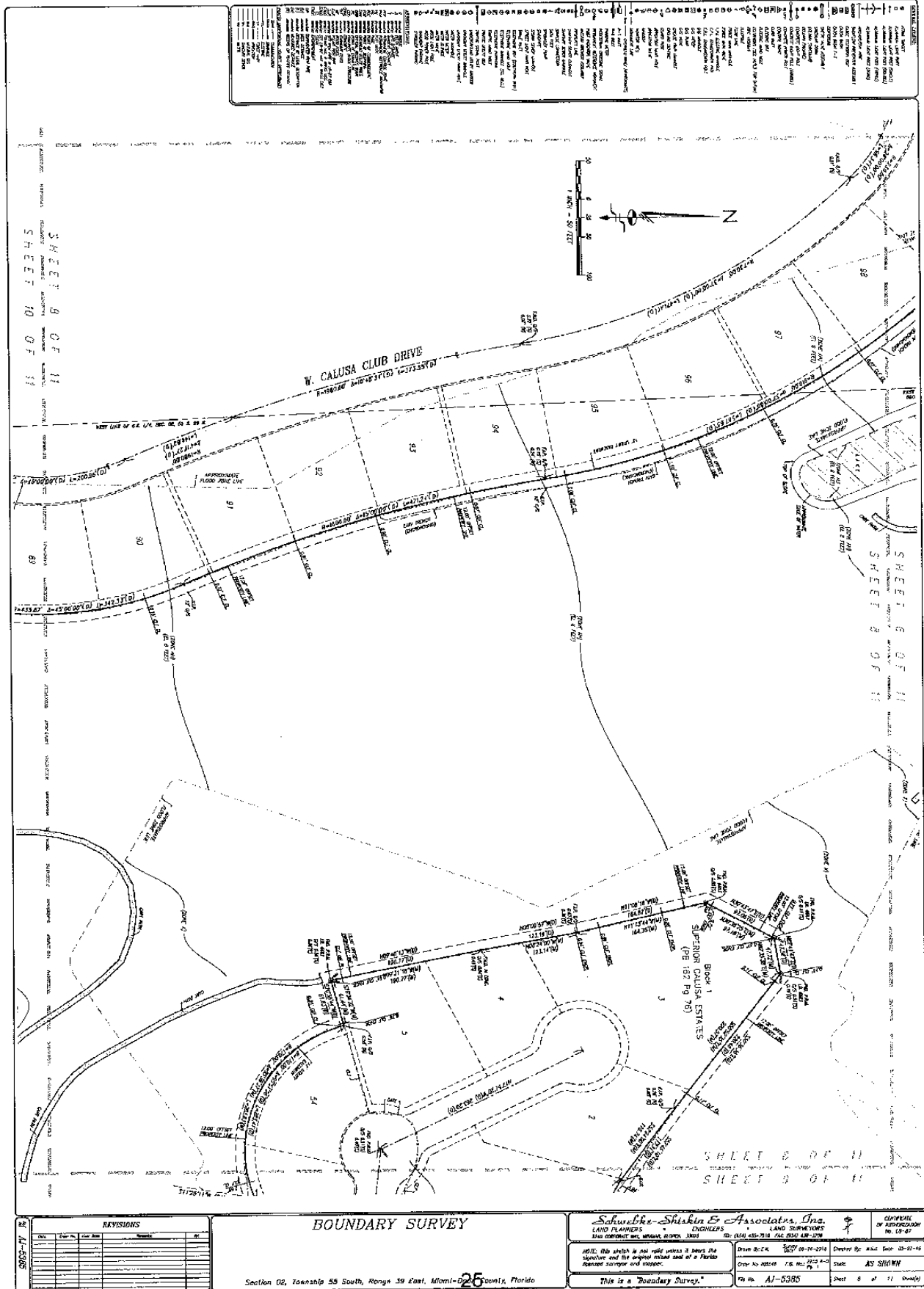
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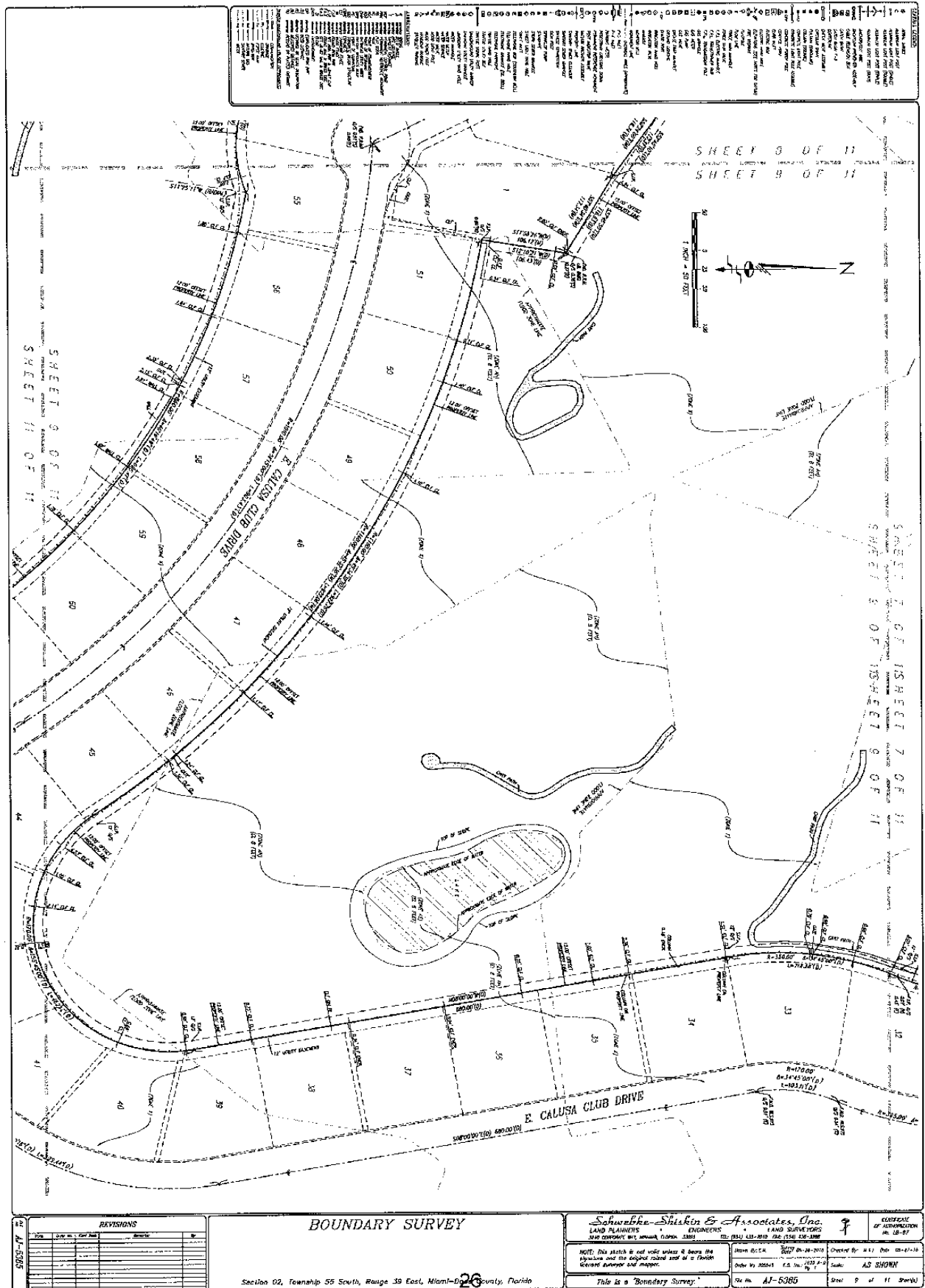


EXHIBIT C

Legal Description of the Property

Parcel A

A portion of Section 2, Township 55 South, Range 39 East, Miami-Dade County, Florida, being more particularly described as follows:

Commence at the southwest corner of the Southeast 1/4 of Section 2, Township 55 South, Range 39 East, Miami-Dade County, Florida; thence run due North along the West line of the Southeast 1/4 of said Section 2 for a distance of 1,170.00 feet to a point on a circular curve, thence run due East for a distance of 180.00 feet to the Point of Beginning of the parcel of land hereinafter described; thence run south and east along a circular curve concave to the northeast, having a radius of 300.00 feet through a central angle of 90° 00' 00" for an arc distance of 471.24 feet to the end of said curve; thence run due East for a distance of 210.00 feet to the beginning of a tangential circular curve; thence run easterly along said circular curve concave to the south, having a radius of 630.00 feet through a central angle of 23° 30' 00" for an arc distance of 258.40 feet to a point of reverse curve; thence run in an easterly direction along a circular curve, concave to the north, having a radius of 1,625.00 feet through a central angle of 26° 00' 00" for an arc distance of 737.40 feet to a point of compound curve; thence run northerly and westerly along said curve, concave to the west, having a radius of 245.00 feet through a central angle of 150° 00' 00" for a distance of 641.41 feet to a point of reverse curve; thence westerly along said curve whose center bears North 27° 30' 00" East having a radius of 470.00 feet through a central angle of 30° 15' 00" for an arc distance of 248.14 feet to a point of reverse curve; thence run in a westerly direction along said curve, concave to the southwest, having a radius of 860.00 feet through a central angle of 46° 19' 49" for an arc distance of 695.41 feet to the end of said curve; the center of the aforesaid circular curve bears South 11° 25' 11" West; thence run northwesterly along a circular curve concave to the northeast, whose center bears North 19° 12' 42" West, having a radius of 170.00 feet through a central angle of 95° 51' 35" for an arc distance of 284.42 feet to a point; thence run South 76° 38' 44" West for a distance of 61.63 feet; thence run North 09° 40' 13" West for a distance of 190.77 feet; thence run North 08° 09' 57" West for a distance of 123.19 feet; thence run North 11° 08' 18" West for a distance of 164.87 feet; thence run North 30° 43' 47" East for a distance of 97.08 feet; thence run North 82° 41' 47" East for a distance of 47.56 feet; thence run South 50° 36' 36" East for a distance of 220.48 feet; thence run South 52° 45' 10" East for a distance of 117.31 feet; thence run South 57° 45' 50" East for 116.93 feet; thence run South 12° 10' 21" West for a distance of 106.45 feet to a point on a circular curve concave to the southwest; thence run southeasterly along said circular curve whose center bears South 12° 10' 21" West and having a radius of 1160.00 feet through a central angle of 45° 34' 40" for an arc distance of 922.76 feet to a point of reverse curve; thence run easterly and northerly along said circular curve concave to the northwest having a radius of 170.00 feet through a central angle of 155° 45' 00" for an arc distance of 462.12 feet to the end of said curve; thence run North 08° 00' 00" West for a distance of 680.00 feet to the beginning of a tangential circular curve; thence run northerly along said circular curve concave to the east having a radius of 350.00 feet through a central angle of 34° 45' 00" for an arc distance of 212.28 feet to a point of reverse curve; thence run northerly along said circular curve, concave to the west, having a radius of 215.00 feet through a central angle of 37° 45' 00" for an arc distance of 141.66 feet to the end of said curve; thence run North 11° 00' 00" West for a distance of 325.00 feet to the beginning of a tangential circular curve; thence run north along said curve concave to the east, having a radius of 500.00 feet through a central angle of 32° 00' 00" for an arc distance of 279.25 feet to a point of reverse curve; thence run north along said curve concave to the west, having a

radius of 950.00 feet through a central angle of 30° 30' 00" for an arc distance of 505.71 feet to a point of compound curve; thence run northwesterly along said curve concave to the southwest having a radius of 2,180.00 feet through a central angle of 18° 40' 43" for an arc distance of 710.69 feet to the end of said curve whose center bears South 61° 49' 17" West; thence run North 88° 00' 00" West for a distance of 104.55 feet to the beginning of a tangential circular curve; thence run southwesterly along said curve concave to the southeast, having a radius of 1,130.00 feet through a central angle of 36° 30' 00" for an arc distance of 719.86 feet to a point of compound curve; thence run southerly along said curve, concave to the southeast having a radius of 880.00 feet through a central angle of 37° 00' 00" for an arc distance of 568.27 feet to the end of said curve; thence run South 18° 30' 00" West for a distance of 340.00 feet to a point; thence run North 71° 30' 00" West for a distance of 300.00 feet to a point; thence run North 18° 30' 00" East for a distance of 480.00 feet; thence run North 10° 30' 00" East for a distance of 470.00 feet to a point; thence run South 88° 00' 00" West for a distance of 255.00 feet to the beginning of a tangential circular curve; thence run southwesterly along said curve concave to the southeast having a radius of 360.00 feet through a central angle of 54° 30' 00" for an arc distance of 342.43 feet to a point of reverse curve; thence run southwesterly along said curve concave to the northwest, having a radius of 1,215.00 feet through a central angle of 20° 45' 00" for an arc distance of 440.02 feet to a point of compound curve; thence run westerly along said curve concave to the north having a radius of 470.00 feet through a central angle of 53° 45' 00" for an arc distance of 440.91 feet to the point of reverse curve; thence run westerly along said curve concave to the south, having a radius of 640.00 feet through a central angle of 21° 14' 22" for an arc distance of 237.25 feet to a point of compound curve; thence run westerly along said curve concave to the southeast, having a radius of 1,350.00 feet through a central angle of 19° 48' 51" for an arc distance of 466.86 feet to the end of said curve whose center bears South 23° 03' 13" East; thence run southerly along a circular curve, whose center bears South 55° 30' 00" East, having a radius of 275.00 feet through a central angle of 75° 00' 00" for an arc distance of 359.97 feet to a point of compound curve; thence run southeasterly along said curve concave to the northeast having a radius of 975.00 feet through a central angle of 31° 30' 00" for an arc distance of 536.03 feet to the end of said curve; thence South 72° 00' 00" East for a distance of 130.00 feet to the beginning of a tangential circular curve; thence run southeasterly along said curve concave to the southwest having a radius of 590.00 feet through a central angle of 45° 15' 00" for an arc distance of 465.96 feet to a point of reverse curve; thence run southeasterly along said curve concave to the northeast having a radius of 230.00 feet through a central angle of 41° 15' 00" for an arc distance of 165.59 feet to a point of a reverse curve; thence run southeasterly along said curve concave to the southwest having a radius of 410.00 feet through a central angle of 24° 00' 00" for an arc distance of 171.74 feet to a point of compound curve; thence run southerly along said curve concave to the southwest having a radius of 910.00 feet through a central angle of 37° 00' 00" for an arc distance of 587.65 feet to a point of reverse curve; thence run southerly along said curve concave to the northeast having a radius of 1,800.00 feet through a central angle of 15° 00' 00" for an arc distance of 471.24 feet to a point of reverse curve; thence run southerly along said curve concave to the west, having a radius of 435.87 feet through a central angle of 45° 00' 00" for a distance of 342.33 feet; thence run South 23° 00' 00" West for a distance of 24.13 feet; thence run south along a tangential curve concave to the east having a radius of 300.00 feet through a central angle of 23° 00' 00" for an arc distance of 120.43 feet to the Point of Beginning.

EXHIBIT D

Disclosure of Interest

Kendall Associates I, LLLP - CDMP Amendment Application

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DISCLOSURE OF INTEREST

This form or a facsimile must be filed by all applicants having an ownership interest in any real property covered by an application to amend the Land Use Plan map. Submit this form with your application. Attach additional sheets where necessary.

1. APPLICANT(S) NAME AND ADDRESS:

APPLICANT: Kendall Associates I, LLLP, C/O Richard M. Norwalk, 1600 Sawgrass Corporate Parkway, Suite 400, Sunrise, FL 33323

Use the above alphabetical designation for applicants in completing Sections 2 and 3, below.

2. PROPERTY DESCRIPTION: Provide the following information for all properties in the application area in which the applicant has an interest. Complete information must be provided for each parcel.

APPLICANT	OWNER OF RECORD	FOLIO NUMBER	SIZE IN ACRES
Kendall Associates I, LLLP	No	30-5902-000-0010	168.129 +/- total acres subject to application

3. For each applicant, check the appropriate column to indicate the nature of the applicant's interest in the property identified in 2. above.

APPLICANT	OWNER	LESSEE	CONTRACTOR FOR PURCHASE	OTHER (Attach Explanation)
Kendall Associates I, LLLP			X	

4. DISCLOSURE OF APPLICANT'S INTEREST: Complete all appropriate sections and indicate N/A for each section that is not applicable.

- a. If the applicant is an individual (natural person) list the applicant and all other individual owners below and the percentage of interest held by each.

<u>INDIVIDUAL'S NAME AND ADDRESS</u>	<u>PERCENTAGE OF INTEREST</u>
<u>N/A</u>	<u></u>
<u></u>	<u></u>

Kendall Associates I, LLLP
CDMP Amendment Application

- b. If the applicant is a CORPORATION, list the corporation's name, the name and address of the principal stockholders and the percentage of stock owned by each. [Note: where the principal officers or stockholders, consist of another corporation(s), trustee(s), partnership(s) or other similar entities, further disclosure shall be required which discloses the identity of the individual(s) (natural persons) having the ultimate ownership interest in the aforementioned entity.]

CORPORATION NAME: _____ N/A _____

<u>NAME, ADDRESS AND OFFICE (if applicable)</u>	<u>PERCENTAGE OF INTEREST</u>
_____ N/A _____	_____
_____	_____

- c. If the applicant is a TRUSTEE, list the trustee's name, the name and address of the beneficiaries of the trust, and the percentage of interest held by each. [Note: where the beneficiary/beneficiaries consist of corporation(s), partnership(s), or other similar entities, further disclosure shall be required which discloses the identity of the individual(s) (natural persons) having the ultimate ownership interest in the aforementioned entity].

TRUSTEES NAME: _____ N/A _____

<u>BENEFICIARY'S NAME AND ADDRESS</u>	<u>PERCENTAGE OF INTEREST</u>
_____ N/A _____	_____
_____	_____

Kendall Associates I, LLLP
CDMP Amendment Application

- d. If the applicant is a PARTNERSHIP or LIMITED PARTNERSHIP, list the name of the partnership, the name and address of the principals of the partnership, including general and limited partners and the percentage of interest held by each partner. [Note: where the partner(s) shall be required which discloses the identity of the individual(s) (natural persons) having the ultimate ownership interest in the aforementioned entity].

PARTNERSHIP NAME: Kendall Associates I, LLLP

<u>NAME AND ADDRESS OF PARTNERS</u>	<u>PERCENTAGE OF INTEREST</u>
<u>Kendall I Corporation¹</u>	<u>1%</u>
<u>Kendall Associates Limited Corporation²</u>	<u>49.1%</u>
<u>Mercury Capital Partners, LLC</u>	<u>49.9%</u>
<u>Amasis LLC³</u>	<u>70% of Mercury Capital Partners, LLC</u>
<u>Brett Dill</u>	<u>20% of Mercury Capital Partners, LLC</u>
<u>Stephan Medina</u>	<u>10% of Mercury Capital Partners, LLC</u>
<u>c/o Richard M. Norwalk</u>	
<u>1600 Sawgrass Corporate Parkway, Suite 400</u>	
<u>Sunrise, FL 33323</u>	

- e. If the applicant is a CONTRACT FOR PURCHASE, whether contingent on this application or not, and whether a Corporation, Trustee, or Partnership, list the names of the contract purchasers below, including the principal officers, stockholders, beneficiaries, or partners, [Note: where the principal officers, stockholders, beneficiaries, or partners consist of another corporation, trust, partnership, or other similar entities, further disclosure shall be required which discloses the identity of the individual(s) (natural persons) having the ultimate ownership interest in the aforementioned entity].

<u>NAME AND ADDRESS OF PARTNERS</u>	<u>PERCENTAGE OF INTEREST</u>
<u>Kendall Associates I, LLLP</u>	
<u>See "d" above</u>	<u>Date of Contract May 10, 2016</u>

If any contingency clause or contract terms involve additional parties, list all individuals or officers if a corporation, partnership, or trust.

N/A

¹ Kendall I Corporation and Kendall Associates Limited Corporation are beneficially owned, directly or indirectly, 100% by Itzhak Ezratti and his children individually and/or through trusts for their respective interests.

² See Footnote 1, above.

³ Amasis LLC, Northeastern Golf LLC, Facundo L. Bacardi Insurance Trust, Tangerine Capital LLC, Fort Dallas Golf Club, Ltd., and Fort Dallas Golf Club, PLLC are beneficially owned, directly or indirectly, 100% by Facundo L. Bacardi, his wife, mother, and his children individually and/or through trusts for their respective interests.

Kendall Associates I, L.L.P.
CDMP Amendment Application

N/A

5. DISCLOSURE OF OWNER'S INTEREST: Complete only if an entity other than the applicant is the owner of record as shown on 2.a., above.

- a. If the owner is an individual (natural person) list the applicant and all other individual owners below and the percentage of interest held by each.

<u>INDIVIDUAL'S NAME AND ADDRESS</u>	<u>PERCENTAGE OF INTEREST</u>
<u>N/A</u>	<u></u>

- b. If the owner is a CORPORATION, list the corporation's name, the name and address of the principal stockholders and the percentage of stock owned by each. [Note: where the principal officers or stockholders consist of another corporation(s), trustee(s) partnership(s) or other similar entities, further disclosure shall be required which discloses the identity of the individual(s) (natural persons) having the ultimate ownership interest in the aforementioned entity.]

CORPORATION NAME: Northeastern Golf LLC⁴

<u>NAME, ADDRESS AND OFFICE (if applicable)</u>	<u>PERCENTAGE OF INTEREST</u>
<u>Facundo L. Bacardi Insurance Trust⁵</u> <u>133 Sevilla Avenue, Coral Gables, FL 33134</u>	<u>100%</u>

- c. If the owner is a TRUSTEE, and list the trustee's name, the address of the beneficiaries of the trust and the percentage of interest held by each. [Note: where the beneficiary/beneficiaries consist of corporation(s), another trust(s), partnership(s) or other similar entities, further disclosure shall be required which discloses the identity of the individual(s) (natural persons) having the ultimate ownership interest in the aforementioned entity].

TRUSTEE'S NAME: N/A

<u>BENEFICIARY'S NAME AND ADDRESS</u>	<u>PERCENTAGE OF INTEREST</u>
<u>N/A</u>	<u></u>

⁴ Northeastern Golf LLC is 100% owned by Facundo L. Bacardi Insurance Trust (See Footnote 5).

⁵ Facundo L. Bacardi Insurance Trust has three independent trustees - Richard J. Razook, Douglas Gibson and Barry Kabalkin. The trust benefits Mr. Bacardi's minor children (See Footnote 3). Additionally, Ruby Bacardi is a lifetime beneficiary of said trust. No third-parties have any interest in this trust.

Kendall Associates I, LLP
CDMP Amendment Application

- d. If the owner is a PARTNERSHIP or LIMITED PARTNERSHIP, list the name of the partnership, the name and address of the principals of the partnership, including general and limited partners, and the percentage of interest held by each. [Note: where the partner(s) consist of another partnership(s), corporation(s) trust(s) or other similar entities, further disclosure shall be required which discloses the identity of the individual(s) (natural persons) having the ultimate ownership interest in the aforementioned entity].

PARTNERSHIP NAME: Fort Dallas Golf Club, Ltd.⁶

<u>NAME AND ADDRESS OF PARTNERS</u>	<u>PERCENTAGE OF INTEREST</u>
<u>Tangerine Capital LLC⁷</u>	<u>99%</u>
<u>Fort Dallas Golf Club PLLC⁸</u>	<u>1%</u>

- e. If the owner is a **CONTRACT FOR PURCHASE**, whether contingent on this application or not, and whether a Corporation, Trustee, or Partnership, list the names of the contract purchasers below, including the principal officers, stockholders, beneficiaries, or partners consist of another corporation, trust, partnership, or other similar entities, further disclosure shall be required which discloses the identity of the individual(s) (natural persons) having the ultimate ownership interest in the aforementioned entity].

<u>NAME, ADDRESS AND OFFICE (if applicable)</u>	<u>PERCENTAGE OF INTEREST</u>
_____	_____
_____	_____

any contingency clause or contract terms involve additional parties, list all individuals or officers if corporation, partnership, or trust.

or any changes of ownership or changes in contracts for purchase subsequent to the date of the application, but prior to the date of the final public hearing, a supplemental disclosure of interest shall be filed.

Fort Dallas Golf Club, Ltd. is an entity that is directly and indirectly owned 100% by Tangerine Capital LLC (See Footnote 7).

Tangerine Capital LLC is an entity that is beneficially owned, indirectly, 100% by Facundo L. acardi. There are no third-party interests.

Fort Dallas Golf Club GP LLC is an entity that is owned 100% by Tangerine Capital LLC. (see Footnote 7).

Kendall Associates I, LLLP
CDMP Amendment Application

The above is a full disclosure of all parties of interest in this application to the best of my knowledge and behalf.

Applicant's Signature and Printed Name

Kendall Associates I, LLLP,
a Florida limited liability limited partnership
By: Kendall I Corporation, a Florida corporation
its general partner

By: 
Richard M. Norwalk, Vice President

Sworn to and subscribed before me this 25
day of May, 2016


Notary Public, State of Florida at Large

(SEAL)



My Commission Expires:

Disclosure shall not be required of any entity, the equity interest in which are regularly traded on an established securities market in the United States or other country; or pension funds or pension trusts of more than five thousand (5,000) separate interests including all interests at each level of ownership, and no one pension or entity holds more than a total of five (5) percent of the ownership interest in the partnership, corporation or trust; or of any entity, the ownership interest of which are held in a partnership, corporation or trust consisting of more than 5,000 separate interests and where no one person or entity holds more than a total of 5% of the ownership interest in the partnership, corporation or trust. Entities whose ownership interests are held in partnership, corporation, or trust consisting of more than five thousand (5,000) separate interests, including all interests at every level of ownership, shall only be required to disclose those ownership interest which exceed five (5) percent of the ownership interest in the partnership, corporation or trust.

Brian S. Adler
Tel 305-350-2351
Fax 305-351-2206
badler@bilzin.com

June 6, 2016

**VIA CERTIFIED MAIL
RETURN RECEIPT REQUESTED**

Fort Dallas Golf Club, Ltd.
133 Sevilla Avenue
Coral Gables, FL 33134
Attention: Catherine H. Lorie, Manager

Northeastern Golf LLC
133 Sevilla Avenue
Coral Gables, FL 33134
Attention: Catherine H. Lorie, Manager

Re: Calusa Country Club / 9400 SW 130th Avenue, Miami, FL 33186

Dear Ms. Lorie:

The Miami-Dade County Comprehensive Plan application process requires official notification by certified mail to the official owners of property when the applicant is not the property owner.

Please consider this our formal notification to Fort Dallas and Northeastern as partial or co-owner of the application property that a comprehensive plan amendment application was filed on the property located at 9400 SW 130th Avenue, Miami, FL 33186, commonly referred to as the Calusa Country Club. The property is assigned Miami-Dade County folio number 30-5902-000-0010 and lies south of North Calusa Club Drive, south of South Calusa Club Drive, east of West Calusa Club Drive and west of East Calusa Club Drive.

The application contains a request to redesignate the property from: Parks and Recreation to Low-Medium Density Residential on the Miami-Dade County future land use map.

Should you have any questions regarding the application, please do not hesitate to contact me at (305) 350-2351.

Sincerely,



Brian S. Adler

BSA

MIAMI 5027009.1 82350/48495

SENDER: COMPLETE THIS SECTION		COMPLETE THIS SECTION ON DELIVERY	
<p>■ Complete items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired.</p> <p>■ Print your name and address on the reverse so that we can return the card to you.</p> <p>■ Attach this card to the back of the mailpiece, or on the front if space permits.</p>		<p>A. Signature: <i>[Signature]</i> <input type="checkbox"/> Agent <input type="checkbox"/> Addressee</p> <p>B. Received by (Printed Name): <i>Karla Pineda</i></p> <p>C. Date of Delivery: <i>6/3</i></p> <p>D. Is delivery address different from item 1? <input type="checkbox"/> Yes <input type="checkbox"/> No If YES, enter delivery address below:</p>	
<p>1. Article Addressed to:</p> <p><i>Fort Dallas Golf Club Ltd</i> <i>133 Sevilla Avenue</i> <i>Coral Gables, FL</i> <i>33134</i> <i>Attn: Catherine H.</i> <i>Office Manager</i></p>		<p>3. Service Type</p> <p><input checked="" type="checkbox"/> Certified Mail <input type="checkbox"/> Express Mail</p> <p><input type="checkbox"/> Registered <input checked="" type="checkbox"/> Return Receipt for Merchandise</p> <p><input type="checkbox"/> Insured Mail <input type="checkbox"/> C.O.D.</p>	
<p>2. Article Number (Transfer from service label)</p> <p><i>7005 3110 0002 0613 6177</i></p>		<p>4. Restricted Delivery? (Extra Fee) <input type="checkbox"/> Yes</p>	
<p>PS Form 3811, February 2004 Domestic Return Receipt 102595-02-M-1540</p>			

UNITED STATES POSTAL SERVICE		First-Class Mail Postage & Fees Paid USPS Permit No. G-10	
<p>FL 331</p> <p>DS JUN '15</p>		<p>• Sender: Please print your name, address, and ZIP+4 in this box •</p> <p><i>Brian S. Adler Esq</i> <i>Bilzin Sumberg</i> <i>1450 Brickell Ave. #2300</i> <i>Mia, FL 33131</i></p>	
<p><i>Kendall Assoc - 48495</i></p>			

SENDER: COMPLETE THIS SECTION		COMPLETE THIS SECTION ON DELIVERY	
<p>■ Complete items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired.</p> <p>■ Print your name and address on the reverse so that we can return the card to you.</p> <p>■ Attach this card to the back of the mailpiece, or on the front if space permits.</p>		<p>A. Signature <input checked="" type="checkbox"/> Agent <input type="checkbox"/> Addressee</p> <p>B. Received by (Printed Name) <u>Karla Pines</u> C. Date of Delivery <u>6/8</u></p>	
<p>1. Article Addressed to:</p> <p><u>Leather Eastern Golf, LLC</u> <u>133 Sevilla Ave.</u> <u>Coastal Gardens, FL 33137</u> <u>Attn: Catherine H.</u> <u>Loire, Manager</u></p>		<p>D. Is delivery address different from item 1? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>If YES, enter delivery address below:</p>	
<p>2. Article Number (Transfer from service label)</p>		<p>3. Service Type</p> <p><input checked="" type="checkbox"/> Certified Mail <input type="checkbox"/> Express Mail</p> <p><input checked="" type="checkbox"/> Registered <input checked="" type="checkbox"/> Return Receipt for Merchandise</p> <p><input type="checkbox"/> Insured Mail <input type="checkbox"/> C.O.D.</p>	
<p>4. Restricted Delivery? (Extra Fee) <input type="checkbox"/> Yes</p>		<p>7005 3110 0002 0613 6160</p>	
PS Form 3811, February 2004		Domestic Return Receipt 102595-02-M-154L	

UNITED STATES POSTAL SERVICE



First-Class Mail
Postage & Fees Paid
USPS
Permit No. G-10

• Sender: Please print your name, address, and ZIP+4 in this box •

Dorian S. Adler Esq.
Bilzin Sumberg
1450 Brickell Ave #2300
Mia, FL 33131

Hendall Assoc - 48495

EXHIBIT E

Proposed Declaration of Restrictions

Kendall Associates I, LLLP - CDMP Amendment Application

40

This instrument prepared by
Brian S. Adler, Esquire
Bilzin Sumberg Baena Price & Axelrod LLP
1450 Brickell Avenue
Suite 2300
Miami, Florida 33131-3456

(Space Above For Recorder's Use Only)

DECLARATION OF RESTRICTIONS

KNOW ALL BY THESE PRESENTS that the undersigned Owners, Northeastern Golf LLC, a Florida limited liability company, and Fort Dallas Golf Club, Ltd., a Florida Limited Partnership ("Owners"), hereby makes, declares and imposes on the land herein described, that this Declaration of Restrictions ("Declaration") running with the title to the land, which shall be binding on the Owners, its heirs, successors and assigns, personal representatives, mortgagees, lessees, and against all persons claiming by, through or under them;

WHEREAS, Owners hold the fee simple title to approximately 168.129± acres of land in Miami-Dade County, Florida, as legally described in Exhibit "A", attached to this Declaration (the "Property");

WHEREAS, the Property is part of the Application Area that is the subject of Comprehensive Development Master Plan ("CDMP") Amendment Application No. ____ of the May 2016 Amendment Cycle ("Application") of Miami-Dade County (the "County");

WHEREAS, Owners filed an application to amend the Miami-Dade County Comprehensive Development Master Plan designation on the Property from Parks and Recreation to Low-Medium Density, which application is known as Amendment Application No. ____ of the May 2016 Amendment Cycle ("Application") of Miami-Dade County (the "County");

NOW THEREFORE, in order to assure the County that the representations made by the Owners during the consideration of the Application will be abided by the Owners, its successors and assigns, freely, voluntarily, and without duress, Owners submit this Declaration covering and running with the Property:

1. Permitted Uses. Notwithstanding the Low-Medium Density designation of the Property, the density of the Property shall not exceed 8 units per acre. All uses otherwise permitted in and consistent with the Low-Medium Density land use designation category shall apply.

2. Covenant Running with the Land. This Declaration on the part of the Owners shall constitute a covenant running with the land and may be recorded, at Owners' expense, in the public records of Miami-Dade County, Florida and shall remain in full force and effect and be binding upon the undersigned Owners, and their heirs, successors and assigns until such time as the same is modified or released. These restrictions during their lifetime shall be for the benefit of, and limitation upon, all present and future Owners of the real property and for the benefit of Miami-Dade County and the public welfare. The Owners, and their heirs, successors and assigns, acknowledge that acceptance of this Declaration does not in any way obligate or provide a limitation on the County

3. Term. This Declaration is to run with the land and shall be binding on all parties and all persons claiming under it for a period of thirty (30) years from the date this Declaration is recorded after which time it shall be extended automatically for successive periods of ten (10) years each, unless an instrument signed by the, then, owner(s) of the Property has been recorded agreeing to change the Declaration in whole, or in part, provided that the Declaration has first been modified or released by Miami-Dade County.

4. Modification, Amendment, Release. This Declaration may be modified, amended or released as to the land herein described, or any portion thereof, by a written instrument executed by the then owner(s) of the fee simple title to the Property, including joinders of all mortgages, if any, or any portion thereof, provided that the same is also approved by the Board of County Commissioners of Miami-Dade County, Florida or such other successor governmental body having jurisdiction over the Property.

Any such modification, amendment or release shall be subject to the provisions governing amendments to Comprehensive Plans, as set forth in Chapter 163, Part II, Florida Statutes or successor legislation that may, from time to time, govern amendments to comprehensive plans (hereinafter "Chapter 163"). Such modification or release shall also be subject to the provisions governing amendments to the CDMP as set forth in Section 2-116.1 of the Code of Miami-Dade County, or successor regulations governing modifications to the CDMP. Notwithstanding anything in this paragraph, in the event that the Property is incorporated within a new municipality that amends, modifies, or declines to adopt the provisions of Section 2-116.1 of the Miami-Dade County Code, then modifications, amendments, or releases of this Declaration shall be subject to Chapter 163 and the provisions of such ordinances as may be adopted by such successor municipality for the adoption of amendments to its comprehensive plan; or, in the event that the successor municipality does not adopt such ordinances, subject to Chapter 163 and by the provisions of the municipality's ordinances that apply to the adoption of district boundary changes. Should this Declaration be so modified, amended, or released, the Director of the Department of Planning and Zoning or the executive officer of a successor department, or, in the absence of such Director or executive officer, his or her assistant in charge of the office in his/her absence, shall execute a written instrument effectuating and acknowledging such modification, amendment, or release.

Any modification, amendment, or release of this Declaration will require the consent of all the then owner(s) of the Property which will be evidenced by either a written resolution of the property Owners' association and/or a written instrument(s) executed by the individual property owner(s). In the event that one or several of the Owners of the Property are not members of a recorded association, their consent to any modification, amendment, or release, is required, along with the consent of the recorded associations(s), and must be evidenced by an executed written instrument.

5. Enforcement. Enforcement shall be by action against any parties or person

violating, or attempting to violate, the covenants. The prevailing party in any action or suit pertaining to or arising out of this Declaration shall be entitled to recover, in addition to costs and disbursements allowed by law, such sum as the Court may adjudge to be reasonable for the services of his attorney. This enforcement provision shall be in addition to any other remedies available at law, in equity or both.

6. Authorization for Miami-Dade County to Withhold Permits and Inspections. In the event the terms of this Declaration are not being complied with, in addition to any other remedies available, the County is hereby authorized to withhold any further permits, and refuse to make any inspections or grant any approvals, until such time as this Declaration is complied with.

7. Election of Remedies. All rights, remedies and privileges granted herein shall be deemed to be cumulative and the exercise of any one or more shall neither be deemed to constitute an election of remedies, nor shall it preclude the party exercising the same from exercising such other additional rights, remedies or privileges.

8. Presumption of Compliance. Where construction has occurred on the Property or any portion thereof, pursuant to a lawful permit issued by the County, and inspections made and approval of occupancy given by the County, then such construction, inspection and approval shall create a rebuttable presumption that the buildings or structures thus constructed comply with the intent and spirit of this Declaration.

9. Severability. Invalidity of any one of these covenants, by judgment of Court, shall not affect any of the other provisions which shall remain in full force and effect. However, if any material portion is invalidated, the County shall be entitled to revoke any approval predicated upon the invalidated portion.

10. Recordation and Effective Date. This Declaration shall be filed of record in the public records of Miami-Dade County, Florida at the cost of the Owners following the approval of the Application. This Declaration shall become effective immediately upon recordation. Notwithstanding the previous sentence, if any appeal is filed, and the disposition of such appeal results in the denial of the Application, in its entirety, then this Declaration shall be null and void and of no further effect. Upon the disposition of an appeal that results in the denial of the Application, in its entirety, and upon written request, the Director of the Planning and Zoning Department or the executive officer of the successor of said department, or in the absence of such director or executive officer by his/her assistant in charge of the office in his/her absence, shall forthwith execute a written instrument, in recordable form, acknowledging that this Declaration is null and void and of no further effect.

11. Owner. The term Owner shall include all heirs, assigns, and successors in interest.

[Execution Pages Follow]

IN WITNESS WHEREOF, the undersigned have duly executed this Declaration effective
as of the ____ day of ____ 201__.

WITNESSES:

Signature

Print Name

Signature

Print Name

OWNERS:

NORTHEASTERN GOLF LLC,
a Florida limited liability company

By: _____
Name:
Title:

FORT DALLAS GOLF CLUB, LTD.
a Florida limited partnership

By: _____
Name:
Title:

STATE OF FLORIDA }
) SS
COUNTY OF MIAMI-DADE }

The foregoing instrument was acknowledged before me this _____ day of ____, 201__
by _____, as _____ of Northeastern LLC, a Florida limited
liability company, and _____, as _____ of Fort Dallas Golf
Club, Ltd., a Florida limited partnership, who are personally known to me or produced a valid
driver's license as identification.

Notary Public

Sign Name: _____

Print Name: _____

My Commission Expires:

Serial No. (None, if blank): _____

(NOTARIAL SEAL)

EXHIBIT F

Traffic Impact Study

EXHIBIT "A"

LEGAL DESCRIPTION

A portion of Section 2, Township 55 South, Range 39 East, Miami-Dade County, Florida, being more particularly described as follows:

Commence at the southwest corner of the Southeast 1/4 of Section 2, Township 55 South, Range 39 East, Miami-Dade County, Florida; thence run due North along the West line of the Southeast 1/4 of said Section 2 for a distance of 1,170.00 feet to a point on a circular curve, thence run due East for a distance of 180.00 feet to the Point of Beginning of the parcel of land hereinafter described; thence run south and east along a circular curve concave to the northeast, having a radius of 300.00 feet through a central angle of 90° 00' 00" for an arc distance of 471.24 feet to the end of said curve; thence run due East for a distance of 210.00 feet to the beginning of a tangential circular curve; thence run easterly along said circular curve concave to the south, having a radius of 630.00 feet through a central angle of 23° 30' 00" for an arc distance of 258.40 feet to a point of reverse curve; thence run in an easterly direction along a circular curve, concave to the north, having a radius of 1,625.00 feet through a central angle of 26° 00' 00" for an arc distance of 737.40 feet to a point of compound curve; thence run northerly and westerly along said curve, concave to the west, having a radius of 245.00 feet through a central angle of 150° 00' 00" for a distance of 641.41 feet to a point of reverse curve; thence westerly along said curve whose center bears North 27° 30' 00" East having a radius of 470.00 feet through a central angle of 30° 15' 00" for an arc distance of 248.14 feet to a point of reverse curve; thence run in a westerly direction along said curve, concave to the southwest, having a radius of 860.00 feet through a central angle of 46° 19' 49" for an arc distance of 695.41 feet to the end of said curve; the center of the aforesaid circular curve bears South 11° 25' 11" West; thence run northwesterly along a circular curve concave to the northeast, whose center bears North 19° 12' 42" West, having a radius of 170.00 feet through a central angle of 95° 51' 35" for an arc distance of 284.42 feet to a point; thence run South 76° 38' 44" West for a distance of 61.63 feet; thence run North 09° 40' 13" West for a distance of 190.77 feet; thence run North 08° 09' 57" West for a distance of 123.19 feet; thence run North 11° 08' 18" West for a distance of 164.87 feet; thence run North 30° 43' 47" East for a distance of 97.08 feet; thence run North 82° 41' 47" East for a distance of 47.56 feet; thence run South 50° 36' 36" East for a distance of 220.48 feet; thence run South 52° 45' 10" East for a distance of 117.31 feet; thence run South 57° 45' 50" East for 116.93 feet; thence run South 12° 10' 21" West for a distance of 106.45 feet to a point on a circular curve concave to the southwest; thence run southeasterly along said circular curve whose center bears South 12° 10' 21" West and having a radius of 1160.00 feet through a central angle of 45° 34' 40" for an arc distance of 922.76 feet to a point of reverse curve; thence run easterly and northerly along said circular curve concave to the northwest having a radius of 170.00 feet through a central angle of 155° 45' 00" for an arc distance of 462.12 feet to the end of said curve; thence run North 08° 00' 00" West for a distance of 680.00 feet to the beginning of a tangential circular curve; thence run northerly along said circular curve concave to the east having a radius of 350.00 feet through a central angle of 34° 45' 00" for an arc distance of 212.28 feet to a point of reverse curve; thence run northerly along said circular curve, concave to the west, having a

radius of 215.00 feet through a central angle of $37^{\circ} 45' 00''$ for an arc distance of 141.66 feet to the end of said curve; thence run North $11^{\circ} 00' 00''$ West for a distance of 325.00 feet to the beginning of a tangential circular curve; thence run north along said curve concave to the east, having a radius of 500.00 feet through a central angle of $32^{\circ} 00' 00''$ for an arc distance of 279.25 feet to a point of reverse curve; thence run north along said curve concave to the west, having a radius of 950.00 feet through a central angle of $30^{\circ} 30' 00''$ for an arc distance of 505.71 feet to a point of compound curve; thence run northwesterly along said curve concave to the southwest having a radius of 2,180.00 feet through a central angle of $18^{\circ} 40' 43''$ for an arc distance of 710.69 feet to the end of said curve whose center bears South $61^{\circ} 49' 17''$ West; thence run North $88^{\circ} 00' 00''$ West for a distance of 104.55 feet to the beginning of a tangential circular curve; thence run southwesterly along said curve concave to the southeast, having a radius of 1,130.00 feet through a central angle of $36^{\circ} 30' 00''$ for an arc distance of 719.86 feet to a point of compound curve; thence run southerly along said curve, concave to the southeast having a radius of 880.00 feet through a central angle of $37^{\circ} 00' 00''$ for an arc distance of 568.27 feet to the end of said curve; thence run South $18^{\circ} 30' 00''$ West for a distance of 340.00 feet to a point; thence run North $71^{\circ} 30' 00''$ West for a distance of 300.00 feet to a point; thence run North $18^{\circ} 30' 00''$ East for a distance of 480.00 feet; thence run North $10^{\circ} 30' 00''$ East for a distance of 470.00 feet to a point; thence run South $88^{\circ} 00' 00''$ West for a distance of 255.00 feet to the beginning of a tangential circular curve; thence run southwesterly along said curve concave to the southeast having a radius of 360.00 feet through a central angle of $54^{\circ} 30' 00''$ for an arc distance of 342.43 feet to a point of reverse curve; thence run southwesterly along said curve concave to the northwest, having a radius of 1,215.00 feet through a central angle of $20^{\circ} 45' 00''$ for an arc distance of 440.02 feet to a point of compound curve; thence run westerly along said curve concave to the north having a radius of 470.00 feet through a central angle of $53^{\circ} 45' 00''$ for an arc distance of 440.91 feet to the point of reverse curve; thence run westerly along said curve concave to the south, having a radius of 640.00 feet through a central angle of $21^{\circ} 14' 22''$ for an arc distance of 237.25 feet to a point of compound curve; thence run westerly along said curve concave to the southeast, having a radius of 1,350.00 feet through a central angle of $19^{\circ} 48' 51''$ for an arc distance of 466.86 feet to the end of said curve whose center bears South $23^{\circ} 03' 13''$ East; thence run southerly along a circular curve, whose center bears South $55^{\circ} 30' 00''$ East, having a radius of 275.00 feet through a central angle of $75^{\circ} 00' 00''$ for an arc distance of 359.97 feet to a point of compound curve; thence run southeasterly along said curve concave to the northeast having a radius of 975.00 feet through a central angle of $31^{\circ} 30' 00''$ for an arc distance of 536.03 feet to the end of said curve; thence South $72^{\circ} 00' 00''$ East for a distance of 130.00 feet to the beginning of a tangential circular curve; thence run southeasterly along said curve concave to the southwest having a radius of 590.00 feet through a central angle of $45^{\circ} 15' 00''$ for an arc distance of 465.96 feet to a point of reverse curve; thence run southeasterly along said curve concave to the northeast having a radius of 230.00 feet through a central angle of $41^{\circ} 15' 00''$ for an arc distance of 165.59 feet to a point of a reverse curve; thence run southeasterly along said curve concave to the southwest having a radius of 410.00 feet through a central angle of $24^{\circ} 00' 00''$ for an arc distance of 171.74 feet to a point of compound curve; thence run southerly along said curve concave to the southwest having a radius of 910.00 feet through a central angle of $37^{\circ} 00' 00''$ for an arc distance of 587.65 feet to a point of reverse curve; thence run southerly along said curve concave to the northeast having a radius of 1,800.00 feet through a central angle of $15^{\circ} 00' 00''$ for an arc distance of 471.24 feet to a point of reverse curve; thence run southerly

along said curve concave to the west, having a radius of 435.87 feet through a central angle of $45^{\circ} 00' 00''$ for a distance of 342.33 feet; thence run South $23^{\circ} 00' 00''$ West for a distance of 24.13 feet; thence run south along a tangential curve concave to the east having a radius of 300.00 feet through a central angle of $23^{\circ} 00' 00''$ for an arc distance of 120.43 feet to the Point of Beginning.

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APPENDIX B

Miami-Dade County Public Schools Analysis

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Miami-Dade County Public Schools

giving our students the world

Superintendent of Schools

Alberto M. Carvalho

Miami-Dade County School Board

Perla Tabares Hantman, Chair
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Dr. Wilbert "Tee" Holloway
Dr. Martin Karz
Lubby Navarro
Raquel A. Regalado
Dr. Marta Pérez Wurtz

August 18, 2016

VIA ELECTRONIC MAIL

Brian S. Adler, Esquire
Kendall Associates I, LLLP
1450 Brickell Avenue, Suite 2300
Miami FL 33131

badler@bilzin.com

**RE: PUBLIC SCHOOL CONCURRENCY PRELIMINARY ANALYSIS
KENDALL ASSOCIATES I, LLLP - CDMP APPLICATION 7 MAY 2016 CYCLE
LOCATED AT 9400 SW 130 AVENUE, MIAMI, FL 33186-1773
PH3016071900595 – FOLIO No.: 3059020000010**

Dear Applicant:

Pursuant to State Statutes and the Interlocal Agreements for Public School Facility Planning in Miami-Dade County, the above-referenced application was reviewed for compliance with Public School Concurrency. Accordingly, enclosed please find the School District's Preliminary Concurrency Analysis (Schools Planning Level Review).

As noted in the Preliminary Concurrency Analysis (Schools Planning Level Review), the proposed development would yield a maximum residential density of 1345 single-family attached units, which generate 450 students: 198 elementary, 114 middle and 138 senior high students. **At this time, all three school levels have sufficient capacity available to serve the application.** However, a final determination of Public School Concurrency and capacity reservation will only be made at the time of approval of final plat, site plan or functional equivalent. As such, this analysis does not constitute a Public School Concurrency approval.

Should you have any questions, please feel free to contact me at 305-995-7287.

Sincerely,

Nathaly Simon
Supervisor

NS:ns

L-042

Enclosure

cc: Ms. Ana Rijo-Conde, AICP
Mr. Michael A. Levine
Mr. Ivan M. Rodriguez
Miami-Dade County
School Concurrency Master File

Planning, Design & Sustainability

Ms. Ana Rijo-Conde, Deputy Chief Facilities & Eco-Sustainability Officer • 1450 N.E. 2nd Ave. • Suite 923 • Miami, FL 33132
305-995-7285 • 305-995-4760 (FAX) • ario@dadeschools.net



Concurrency Management System (CMS)

Miami Dade County Public Schools

Miami-Dade County Public Schools

Concurrency Management System Preliminary Concurrency Analysis

MDCPS Application Number: PH3016071900595 Local Government (LG): Miami-Dade
 Date Application Received: 7/19/2016 9:47:43 AM LG Application Number: CDMP Application 7 May 2016 Cycle
 Type of Application: Public Hearing Sub Type: Land Use
 Applicant's Name: Kendall Associates I, LLP c/o Brian S. Adler, Bil
 Address/Location: 1450 Brickell Avenue, Suite 2300, Miami FL 33131
 Master Folio Number: 3059020000010
 Additional Folio Number(s):

PROPOSED # OF UNITS 1345
 SINGLE-FAMILY DETACHED UNITS: 0
 SINGLE-FAMILY ATTACHED UNITS: 1345
 MULTIFAMILY UNITS: 0

CONCURRENCY SERVICE AREA SCHOOLS						
CSA Id	Facility Name	Net Available Capacity	Seats Required	Seats Taken	LOS Met	Source Type
671	CALUSA ELEMENTARY	-68	198	0	NO	Current CSA
671	CALUSA ELEMENTARY	0	198	0	NO	Current CSA Five Year Plan
6021	ARVIDA MIDDLE	-196	114	0	NO	Current CSA
6021	ARVIDA MIDDLE	0	114	0	NO	Current CSA Five Year Plan
7531	MIAMI SUNSET SENIOR	683	138	138	YES	Current CSA
ADJACENT SERVICE AREA SCHOOLS						
831	CLAUDE PEPPER ELEMENTARY	304	198	198	YES	Adjacent CSA
6221	HAMMOCKS MIDDLE	302	114	114	YES	Adjacent CSA
*An Impact reduction of <u>22.82%</u> included for charter and magnet schools (Schools of Choice).						

MDCPS has conducted a preliminary public school concurrency review of this application; please see results above. A final determination of public school concurrency and capacity reservation will be made at the time of approval of plat, site plan or functional equivalent. **THIS ANALYSIS DOES NOT CONSTITUTE PUBLIC SCHOOL CONCURRENCY APPROVAL.**

1450 NE 2 Avenue, Room 525, Miami, Florida 33132 / 305-995-7634 / 305-995-4760 fax /
 concurrency@dadeschools.net

APPENDIX C

Transportation Analyses

No.	Item	Appendices Page
1	Applicant's Traffic Impact Report (Executive Summary)	60
2	August 30, 2016 Letter with Comments from the Departments of Regulatory and Economic Resources (RER) and Transportation and Public Works (DTPW) on the applicant's <i>Calusa Land Use Amendment Traffic Study</i> (Traffic Study) dated May 2016	61
3	Traffic Consultant's Responses to the September 20, 2016 RER and DTPW Comments on Traffic Study dated August 30, 2016	65
4	October 21, 2016 RER and DTPW Comments on David Plummer and Associates Response to Miami-Dade County Comments	71

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EXECUTIVE SUMMARY

The Calusa project is generally located between SW 127 Avenue and SW 137 Avenue and between SW 88 Street (Kendall Drive) and SW 104 Street in Miami-Dade County (MDC), Florida (see Exhibit 1). The project is proposing to convert the existing golf course into a residential development. The proposed uses include 481 Single Family Dwelling Units and 619 Townhomes. The main project access is proposed through the SW 97th Street with ultimate access to SW 127th Avenue. Secondary access will be provided via SW 130th Avenue to Kendall Drive. Project buildout is anticipated by 2028). The site is within Miami-Dade County's Urban Development Boundary (UDB).

The purpose of the study is to request a land use amendment (LUA) in Miami-Dade County's Comprehensive Master Development Plan (CDMP). The land is currently designated Parks and Recreation and was previously used as a golf course. The previous golf course is now (and has been) closed. It is our understanding that the applicant seeks the reformulation of County policy concerning the future use of the Property, and has asked the County to amend its land use map to designate the Property for residential use, including single family and townhomes, as more consistent with private ownership. We further understand that the applicant has broadly reserved rights pertaining to any limitation of the Property to "golf course" and/or "country club" use (including uses incidental thereto), as set forth in the application.

The traffic study was performed for existing conditions, a short term planning scenario (2019) and a long term planning scenario (2028, which corresponds to project build out) consistent with the guidelines published by Miami-Dade County Transportation and Public Works Department in the document titled Instructions for Preparing Applications Requesting Amendment to the Miami-Dade County Comprehensive Development Master plan May 2016-17 Amendment Cycle published by MDC. The analysis was performed using data from the most recent concurrency stations published by MDC. The analysis indicates that all roadways segment analyzed for existing conditions, short term (2019) conditions, and long term (2028) conditions are projected to operate within the MDC adopted level of service standards.



miamidade.gov

Department of Regulatory and Economic Resources
Planning Division, Metropolitan Planning
111 NW 1 Street •
Miami, Florida 33134
Telephone: 305-375-2835 Fax: 305-375-2836
www.miamidade.gov

August 30, 2016

Mr. Timothy Plummer, P.E. President
David Plummer & Associates
1750 Ponce De Leon Blvd.
Coral Gables, FL 33134

**Subject: Transportation Impact Analysis report for May 2016 CDMP Amendment
Application No. 7 – CALUSA Land use Amendment Traffic Study dated May 2016**

Dear Tim:

Staff of the Miami-Dade County Departments of Regulatory and Economic Resources (RER) and Transportation and Public Works (DTPW) have completed the review of the subject Traffic Study for the May 2017 CDMP Amendment Application No. 7, which is dated May 2016, and offered the following comments:

RER Planning Comments

- 1) Page 1, Executive Summary
 - Paragraph 1. Make correction indicating that the secondary access will be provided via SW 133 Avenue.
- 2) Page 4. Section 1.3, Study Area and Methodology
 - The "Instructions for Preparing Applications Requesting Amendments to Miami-Dade County CDMP" is prepared by Miami-Dade County Regulatory and Economic Resources Department. Indicate that the Study Area (Area of Influence) is determined by the 5.0 percent rule –where traffic generated by the proposed development is equivalent to 5 percent of the maximum service volume at the adopted LOS standard for the facility.
- 3) Page 5. Section 2.1, Planned and Programmed Roadway Improvements
 - Revise Exhibit 2, Existing (2016) Conditions Roadway Analysis, as follows: add to Kendall Drive the segment from SW 147 Avenue to SW 137 Avenue; add to SW 137 Avenue the segment from SW 104 Street to SW 120 Street; change the LOS standard of SW 137 Avenue from Kendall Drive to SW 120 Street from LOS D to LOS E—SW 137 Avenue from SW 88 Street to SW 128 Street is State Roadway SR 825; and change the second listing of SW 104 Street to read SW 127 Avenue for the segments from Sunset Drive to SW 104 Street; update list of the roadway capacity improvements using the MPO's adopted *2017 Transportation Improvement Program* and list only the planned roadway capacity improvements listed in the Cost Feasible Plan of the MPO's adopted *2040 Long Range Transportation Plan*.

- 4) Section 3.1. Planned and Programmed Roadway Improvements.
 - Update information for the 2017 TIP; Concurrency analysis only allows consideration of roadway capacity improvements for those roadways listed the first three years in the TIP; and planned roadway capacity improvements listed in the Cost Feasible Plan of the 2040 LRTP are to be considered in the Future Traffic Conditions analysis.
- 5) Section 3.2. Background Traffic
 - Revise Appendix C to include more segments for Kendall Drive, Sunset Drive, Killian Drive, SW 137 Avenue and SW 127 Avenue. For Sunset, Kendall and Killian Drives expand the corridors analyzed from SW 157 Avenue to SW 117 Avenue; and for SW 137 Avenue and SW 127 Avenue expand the corridors analyzed from SW 56 Street to SW 120 Street.
- 6) Section 3.3. Project Trip Generation
 - It seems that the planned townhouses should be one or two-story high; therefore, use ITE LUC 231 for the trip generation. Also, Census data shows that the transit ridership for Census Tract 190 –where the application site is located– is 3.9. Revise and adjust the trip generation and update the information in Appendices D and E accordingly.
- 7) Page 7, Exhibit 3
 - Revise table accordingly based on Comments 2 and 3 above.
- 8) Page 8, Exhibit 4
 - Revise table accordingly based on Comment 6 above.
- 9) Pages 8 and 9, Section 3.4. Project Trip Assignment
 - Application site is located in TAZ 1257 (2010 Census). TAZ 1232 corresponds to the 2000 Census. Revise trip the distribution in Exhibits 5 and 6 using the information for TAZ 1257, revise Exhibit 7 and change the information in Appendix G accordingly. Appendix F is missing.
10. Page 10, Section 3.5 Future Short Term (2019) Conditions
 - Second paragraph. Change Appendix G to Appendix H; revise Exhibit 7 based on Comment 9 above; and revise Exhibit 8 accordingly.
11. Page 11, Project Trip Distribution and Assignment
 - Revise information in Exhibit 7 based on Comments 6, 7, 8, 9 and 10 above. Also, add traffic count stations 60 (E/O SW 137 Ave. on Kendall Dr.), 2519 (S/O SW 104 St. on SW 137 Ave.), 9722 (W/O SW 137 Ave. on SW 104 St.), 9718 (W/O HEFT on SW 104 St.), and add 9720 (W/O SW 127 Ave. on SW 104 St.).
12. Page 12, Exhibit 8, Short Term (2019) Segment Analysis
 - Analysis is missing the segment of Kendall Drive between SW 137 Avenue and SW 127 Avenue –one of the roadway segments that will be significantly impacted by the application. Add FDOT traffic county station 60 to the analysis.
 - Add FDOT traffic count station 2519 and County traffic count station 9722; change the station numbers of 718 and 720 to 9718 and 9720, respectively; and substitute station 9810 with FDOT station 2520 since SW 137 Avenue is SR 825.

- Existing 2016 column. The MDC Concurrency Database is not for 2017 but rather Year 2015 for County traffic count stations and Year 2014 for State traffic count stations. The County is in the process of updating the database to the Year 2016 for County stations and Year 2015 for State stations. Please update this column information.
- Background 1.0% (2019) column. Please update this information using 5 years for State traffic counts and 4 years projections for County traffic count stations since the base years are 2014 for State stations and 2015 for County stations. Revise entire table accordingly.

13. Pages 13 through 15, Exhibit 9, Project Significance Analysis.

- Update table based on the comments above.
- SW 8 Street. Change the LOS standard for the segments between SW 147 Ave. and SW 117 Ave. from D to E and revise the MSV accordingly –Tamiami Trail is SR 90.
- Coral Way. Add the segment from SW 157 Ave. to SW 147 Ave. (4L DV).
- Bird Road. Add the segment from SW 162 Ave. to SW 157 Ave. (2L UD).
- Miller Drive. Add the segment from SW 167 Ave. to SW 157 Ave. (4 L DV).
- Sunset Drive. Change the LOS standard of the segment between SW 97 Ave. and SW 87 Ave. from D to E+20% and revise the MSV accordingly.
- Kendall Drive. Change the LOS standard of the segment between SW 167 Ave. and SW 162 Ave. from D to E+20% and revise the MSV accordingly.
- Killian Drive. Add the segment from SW 167 Ave. to SW 157 Ave.
- SW 120 Street. Add the segment from SW 157 Ave. to SW 147 Ave.
- Add the following east-west corridors: SW 136 Street between SW 157 Ave. and SW 127 Ave. and SW 152 Street between SW 162 Ave. and US 1.
- Add SW 167 Avenue from SW 42 Street to SW 104 Street.
- SW 157 Ave. Add segments from SW 8 Street to SW 152 Street.
- SW 147 Ave. Add segment from SW 136 Street to SW 152 Street.
- SW 137 Ave. Add segment from SW 136 Street to SW 152 Street.
- SW 117 Ave. Add segments from SW 8 Street to SW 152 Street.
- SW 107 Ave. Add segments from SW 8 Street to SW 104 Street.
- SW 97 Ave. Add segments from SW 8 Street to SW 136 Street.
- SW 87 Ave. Add segments from SW 8 Street to South Dixie Highway/US 1.
- Provide information showing the % trip distribution and trip assignment, i.e. maps or plots.

14. Page 16. Exhibit 10, Long Term (2028) Roadway Analysis

- Revise table accordingly based on the comments above.

While the applicant's proposed "ring road" may be intended to keep traffic from impacting Calusa Club Drive, some trips may be made as a cut-through to gain access to SW 137 Avenue and SW 104 Street and to the Calusa Elementary School located on West Calusa Club Drive; therefore, trips should assigned to these two section-line roadways. It is also unclear if the applicant's proposed internal "ring road" will be a private or public road and whether or not the primary and secondary access roads will connect to the Calusa Club Drive or directly to SW 88 Street and SW 127 Avenue. The traffic Study's concurrency analysis section was heavily weighted on the assumption that there will be no connection to the Calusa Club Drive.

DTPW Review Comments

1. Table of Contents (page i): Please correct the title of Section 2.0 to "Existing".
2. Section 1.1 – Project Background (page 2): Based on the location map shown in Exhibit 1, it appears that the main and secondary access driveways are located at SW 96th Street and at SW 133rd Avenue, not SW 97th Street and SW 130th Avenue as noted in the text. SW 96th Street and SW 133rd Avenue provide appear to be established access points with connectivity as compare to the other two roads. Please confirm.
3. Section 1.2 – Study Objective (page 2): How long has the golf course been closed? Is the country club also closed?
4. Exhibit 2 – Existing (2016) Conditions Roadway Analysis (page 3): The roadway segment labeled SW 104 St appears to be incorrect since it is also included in the From/To limits.
5. Section 3.4 – Project Trip Assignment (page 8): Please revise the cardinal percentage distributions based on the latest 2010 TAZ in Exhibit 5 and 6.
6. Exhibit 6 – Project Trip Distribution (page 9): Station 9781 should be labeled 9782. Please confirm otherwise.
7. Exhibit 7 – Project Trip Distribution & Assignment (page 11): it is unclear how the assignment percentages relate to the distributions shown in Exhibit 6. Also, why does Station 62 include double counting of trips?
8. Background Growth Rate Calculations (Appendix C): Why wasn't Station 60 - Kendall Drive, 200 ft. East of SW 137 Ave. not included in the calculations? Also, why weren't any of the FDOT count stations along the roadways adjacent to the site not included, i.e. SW 127th Avenue and SW 104th Street?
9. Cardinal Distribution (Appendix F): Please correct the title since it is labeled Appendix 'G'.
10. Concurrency Database (Appendix G): Please correct the title since it is labeled Appendix 'H'.

Should you or any member of your staff have any questions regarding these comments, please feel free to contact me or Napoleon Somoza, Section Supervisor, at (305) 375-2835, or Myra Patino, DTPW Traffic Engineer, at (305) 375-1682.

Sincerely,



Mark R. Woerner, AICP
Assistant Director for Planning

c: Stanley Price, Esq., Bilzin Sumber Baena Price & Axelrod LLP
Brian S. Adler, Esq., Bilzin Sumber Baena Price & Axelrod LLP
Richard M. Norwalk, Kendall Associates I, LLLP
Myra Patino, Dept. Transportation and Public Works
Napoleon Somoza, RER Planning

Response to Miami-Dade County Planning Comments

(August 30, 2016)

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RER Planning Comments

RER-PLANNING DIVISION

1. Page 1, Executive Summary

- Paragraph 1. Make correction indicating that the secondary access will be provided via SW 133 Avenue.

Response: Secondary access will be provided via SW 130th Avenue to N Calusa Club Drive. Exhibits have been revised to reflect this more accurately.

2. Page 4, Section 1.3, Study Area and Methodology

- The "Instructions for Preparing Applications Requesting Amendments to Miami-Dade County CDMP" is prepared by Miami-Dade County Regulatory and Economic Resources Department. Indicate that the Study Area (Area of Influence) is determined by the 5.0 percent rule—where traffic generated by the proposed development is equivalent to 5 percent of the maximum service volume at the adopted LOS standard for the facility.

Response: Section 1.3 has been revised to reflect the requirements listed above, as requested.

3. Page 5, Section 2.1, Planned and Programmed Roadway Improvements

- Revise Exhibit 2, Existing (2016) Conditions Roadway Analysis, as follows: add to Kendall Drive the segment from SW 147 Avenue to SW 137 Avenue; add to SW 137 Avenue the segment from SW 104 Street to SW 120 Street; change the LOS standard of SW 137 Avenue from Kendall Drive to SW 120 Street from LOS D to LOS E—SW 137 Avenue from SW 88 Street to SW 128 Street is State Roadway SR 825; and change the second listing of SW 104 Street to read SW 127 Avenue for the segments from Sunset Drive to SW 104 Street; update list of the roadway capacity improvements using the MPO's adopted 2017 *Transportation Improvement Program* and list only the planned roadway capacity improvements listed in the Cost Feasible Plan of the MPO's adopted 2040 *Long Range Transportation Plan*.

Response: Exhibit 2 has been revised to include the roadway segments listed above and to revised the levels of service for the roadways listed. The list of committed improvements has been updated based on the 2017 TIP and planned improvements now reflect those listed in the Cost Feasible Plan, as requested.

4. Section 3.1, Planned and Programmed Roadway Improvements.

- Update information for the 2017 TIP; Concurrency analysis only allows consideration of roadway capacity improvements for those roadways listed the first three years in the TIP; and planned roadway capacity improvements listed in the Cost Feasible Plan of the 2040 LRTP are to be considered in the Future Traffic Conditions analysis.

Response: The list of committed improvements has been updated based on the 2017 TIP and planned improvements now reflect those listed in the Cost Feasible Plan, as requested.

5. Section 3.2. Background Traffic

- Revise Appendix C to include more segments for Kendall Drive, Sunset Drive, Killian Drive, SW 137 Avenue and SW 127 Avenue. For Sunset, Kendall and Killian Drives expand the corridors analyzed from SW 157 Avenue to SW 117 Avenue; and for SW 137 Avenue and SW 127 Avenue expand the corridors analyzed from SW 56 Street to SW 120 Street.

Response: Background growth calculations have been updated and 2015 counts now available from FDOT have been included. The calculations include all stations where historical counts for the last 10 years are published. Historic traffic counts at all stations, even those which are incomplete, are also included in the appendix for reference purposes.

6. Section 3.3. Project Trip Generation

- It seems that the planned townhouses should be one or two-story high; therefore, use ITE LUC 231 for the trip generation. Also, Census data shows that the transit ridership for Census Tract 190 –where the application site is located– is 3.9. Revise and adjust the trip generation and update the information in Appendices D and E accordingly.

Response: Given the small sample size for Land Use 231, Low-Rise Condominium/Townhouse, ITE includes a cautionary note for the use of rates and/or equations. Therefore, the more general Land Use 230, Residential Condominium/Townhouse was used which is based on a more statistical sound sample size. Transit information was updated as requested.

7. Page 7, Exhibit 3

- Revise table accordingly based on Comments 2 and 3 above.

Response: The list of committed improvements has been updated based on the 2017 TIP and planned improvements now reflect those listed in the Cost Feasible Plan, as requested.

8. Page 8, Exhibit 4

- Revise table accordingly based on Comment 6 above.

Response: See response to comment 6 above.

9. Pages 8 and 9, Section 3.4. Project Trip Assignment

- Application site is located in TAZ 1257 (2010 Census). TAZ 1232 corresponds to the 2000 Census. Revise trip the distribution in Exhibits 5 and 6 using the information for TAZ 1257, revise Exhibit 7 and change the information in Appendix G accordingly. Appendix F is missing.

Response: Exhibit 7 and Appendix F, as well as the resulting analysis have been revised accordingly.

10. Page 10, Section 3.5 Future Short Term (2019) Conditions

- Second paragraph. Change Appendix G to Appendix H; revise Exhibit 7 based on Comment 9 above; and revise Exhibit 8 accordingly.

Response: Exhibits 7 and 8 were revised, as requested.

11. Page 11, Project Trip Distribution and Assignment

- Revise information in Exhibit 7 based on Comments 6, 7, 8, 9 and 10 above. Also, add traffic count stations 60 (E/O SW 137 Ave. on Kendall Dr.), 2519 (S/O SW 104 St. on SW 137 Ave.), 9722 (W/O SW 137 Ave. on SW 104 St.), 9718 (W/O HEFT on SW 104 St.), and add 9720 (W/O SW 127 Ave. on SW 104 St.).

Response: Exhibits 7 has been revised based on prior comments and the stations above are now included in the analysis.

12. Page 12, Exhibit 8, Short Term (2019) Segment Analysis

- Analysis is missing the segment of Kendall Drive between SW 137 Avenue and SW 127 Avenue –one of the roadway segments that will be significantly impacted by the application. Add FDOT traffic county station 60 to the analysis.

Response: The analysis did not include this segment as this is not a concurrency station. However, as requested the revised analysis includes this location. Counts were obtained from the FDOT published counts for 2015. Generalized service volumes were used.

- Add FDOT traffic count station 2519 and County traffic count station 9722; change the station numbers of 718 and 720 to 9718 and 9720, respectively; and substitute station 9810 with FDOT station 2520 since SW 137 Avenue is SR 825.

Response: The additional stations have been added and station numbers changed, as requested.

- Existing 2016 column. The MDC Concurrency Database is not for 2017 but rather Year 2015 for County traffic count stations and Year 2014 for State traffic count stations. The County is in the process of updating the database to the Year 2016 for County stations and Year 2015 for State stations. Please update this column information.

Response: The base year of the analysis was changed to reflect 2015 conditions. Counts for state stations were obtained from FDOT and updated to 2015. The counts are included in Attachment A.

- Background 1.0% (2019) column. Please update this information using 5 years for State traffic counts and 4 years projections for County traffic count stations since the base years are 2014 for State stations and 2015 for County stations. Revise entire table accordingly.

Response: The analysis was adjusted to reflect 2015 for existing conditions (see response above) and 4 years of growth for 2019.

13. Pages 13 through 15, Exhibit 9, Project Significance Analysis.

- Update table based on the comments above.
- SW 8 Street. Change the LOS standard for the segments between SW 147 Ave. and SW 117 Ave. from D to E and revise the MSV accordingly –Tamiami Trail is SR 90.
- Coral Way. Add the segment from SW 157 Ave. to SW 147 Ave. (4L DV).
- Bird Road. Add the segment from SW 162 Ave. to SW 157 Ave. (2L UD).

- Miller Drive. Add the segment from SW 167 Ave. to SW 157 Ave. (4 L DV).
- Sunset Drive. Change the LOS standard of the segment between SW 97 Ave. and SW 87 Ave. from D to E+20% and revise the MSV accordingly.
- Kendall Drive. Change the LOS standard of the segment between SW 167 Ave. and SW 162 Ave. from D to E+20% and revise the MSV accordingly.
- Killian Drive. Add the segment from SW 167 Ave. to SW 157 Ave.
- SW 120 Street. Add the segment from SW 157 Ave. to SW 147 Ave.
- Add the following east-west corridors: SW 136 Street between SW 157 Ave. and SW 127 Ave. and SW 152 Street between SW 162 Ave. and US 1.
- Add SW 167 Avenue from SW 42 Street to SW 104 Street.
- SW 157 Ave. Add segments from SW 8 Street to SW 152 Street.
- SW 147 Ave. Add segment from SW 136 Street to SW 152 Street.
- SW 137 Ave. Add segment from SW 136 Street to SW 152 Street.
- SW 117 Ave. Add segments from SW 8 Street to SW 152 Street.
- SW 107 Ave. Add segments from SW 8 Street to SW 104 Street.
- SW 97 Ave. Add segments from SW 8 Street to SW 136 Street.
- SW 87 Ave. Add segments from SW 8 Street to South Dixie Highway/US 1.
- Provide information showing the % trip distribution and trip assignment, i.e. maps or plots.

Response: The analysis was adjusted accordingly. Exhibits graphically portraying the trip distribution and assignment have been included in the traffic study.

14. Page 16. Exhibit 10, Long Term (2028) Roadway Analysis

- Revise table accordingly based on the comments above.

Response: The analysis was adjusted accordingly.

While the applicant's proposed "ring road" may be intended to keep traffic from impacting Calusa Club Drive, some trips may be made as a cut-through to gain access to SW 137 Avenue and SW 104 Street and to the Calusa Elementary School located on West Calusa Club Drive; therefore, trips should assigned to these two section-line roadways. It is also unclear if the applicant's proposed internal "ring road" will be a private or public road and whether or not the primary and secondary access roads will connect to the Calusa Club Drive or directly to SW 88 Street and SW 127 Avenue. The traffic Study's concurrency analysis section was heavily weighted on the assumption that there will be no connection to the Calusa Club Drive.

Response: (1) The proposed ring road will only have access to the external roadway network via SW 130th Avenue and SW 97th Street. Therefore, no thru traffic route will be created as part of the project. (2) The internal ring road will have 2 access points to the external roadway network, including Calusa Club Drive (a public road): SW 97th Street and SW 130th Avenue. (3) Consistent with concurrency methodology, 100% of the project trips were assigned to the surrounding concurrency stations, which includes SW 104 Street east and west of SW 127th Avenue. Trips were also assigned to SW 137th Avenue as a secondary concurrency station. This is the conservative approach as it exaggerates the impact on Kendall Drive. Project traffic may choose to use Calusa Club Drive (a public road) instead. The station along SW 137th Avenue will then become a primary station and trips would not impact Station 60 along Kendall Drive.

DTPW Review Comments

1. Table of Contents (page i): Please correct the title of Section 2.0 to "Existing".

Response: The Table of Contents was revised, as requested.

2. Section 1.1 – Project Background (page 2): Based on the location map shown in Exhibit 1, it appears that the main and secondary access driveways are located at SW 96th Street and at SW 133rd Avenue, not SW 97th Street and SW 130th Avenue as noted in the text. SW 96th Street and SW 133rd Avenue provide appear to be established access points with connectivity as compare to the other two roads. Please confirm.

Response: Exhibit 1 was revised to better depict the location of project access. The access to the external roadway network is proposed via SW 97th Street and SW 130th Avenue.

3. Section 1.2 – Study Objective (page 2): How long has the golf course been closed? Is the country club also closed?

Response: The golf course has been closed since 2011. The country is closed.

4. Exhibit 2 – Existing (2016) Conditions Roadway Analysis (page 3): The roadway segment labeled SW 104 St appears to be incorrect since it is also included in the From/To limits.

Response: The label was revised to SW 127th Avenue.

5. Section 3.4 – Project Trip Assignment (page 8): Please revise the cardinal percentage distributions based on the latest 2010 TAZ in Exhibit 5 and 6.

Response: The cardinal distribution and resulting distribution was revised to reflect the 2010 TAZ, as requested.

6. Exhibit 6 – Project Trip Distribution (page 9): Station 9781 should be labeled 9782. Please confirm otherwise.

Response: Station was relabeled as requested.

7. Exhibit 7 – Project Trip Distribution & Assignment (page 11): it is unclear how the assignment percentages relate to the distributions shown in Exhibit 6. Also, why does Station 62 include double counting of trips?

Response: The quadrant distribution obtained from the cardinal distribution was assigned partly or entirely to the roadways adjacent to the project. For example, the NNE quadrant was assigned to Station 9782, SW 127th Avenue south of Kendall Drive. That is 21% of the project trips or 140 trips during the PM Peak Hour. All trips from the cardinal distribution were assigned to the primary stations. That is the first traffic station that receives project traffic in each direction.

Double counting at Station 82, Kendall Drive east of SW 127th Avenue, occurs because some trips exiting the project on SW 97th Street and traveling north on SW 127th Avenue will turn right on Kendall Drive to either access HEFT or travel east. Therefore, the sum of project traffic in primary concurrency stations will exceed 100% of the project traffic due to this double counting.

8. Background Growth Rate Calculations (Appendix C): Why wasn't Station 60 - Kendall Drive, 200 ft. East of SW 137 Ave. not included in the calculations? Also, why weren't any of the FDOT count stations along the roadways adjacent to the site not included, i.e. SW 127th Avenue and SW 104th Street?

Response: Background growth calculations have been revised and Station 60 included. Also, calculations were updated and 2015 counts now available from FDOT have been included. The calculations include all stations where historical counts for the last 10 years are published. Historic traffic counts at all stations, even those which are incomplete, are also included in the appendix for reference purposes.

9. Cardinal Distribution (Appendix F): Please correct the title since it is labeled Appendix 'G'.

Response: The label has been replaced, as requested.

10. Concurrency Database (Appendix G): Please correct the title since it is labeled Appendix 'H'.

Response: The label has been replaced, as requested.

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REGULATORY AND ECONOMIC RESOURCES (RER), PLANNING DIVISION, AND
DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS, (DTPW). TRAFFIC
ENGINEERING DIVISION, COMMENTS ON DAVID PLUMMER AND ASSOCIATES (DPA)'s
RESPONSE TO MIAMI-DADE COUNTY COMMENTS

October 21, 2016

RER Planning Comments

1. Page 1, Executive Summary

- Paragraph 1. Make correction indicating that the secondary access will be provided via SW 133 Avenue.

Response: Secondary access will be provided via SW 130th Avenue to N Calusa Club Drive. Exhibits have been revised to reflect this more accurately.

RER Comment: Response and revisions accepted.

2. Page 4. Section 1.3, Study Area and Methodology

- The "Instructions for Preparing Applications Requesting Amendments to Miami-Dade County CDMP" is prepared by Miami-Dade County Regulatory and Economic Resources Department. Indicate that the Study Area (Area of Influence) is determined by the 5.0 percent rule –where traffic generated by the proposed development is equivalent to 5 percent of the maximum service volume at the adopted LOS standard for the facility.

Response: Section 1.3 has been revised to reflect the requirements listed above, as requested.

RER Comment: Response accepted.

3. Page 5. Section 2.1, Planned and Programmed Roadway Improvements

- Revise Exhibit 2, Existing (2016) Conditions Roadway Analysis, as follows: add to Kendall Drive the segment from SW 147 Avenue to SW 137 Avenue; add to SW 137 Avenue the segment from SW 104 Street to SW 120 Street; change the LOS standard of SW 137 Avenue from Kendall Drive to SW 120 Street from LOS D to LOS E--SW 137 Avenue from SW 88 Street to SW 128 Street is State Roadway SR 825; and change the second listing of SW 104 Street to read SW 127 Avenue for the segments from Sunset Drive to SW 104 Street; update list of the roadway capacity improvements using the MPO's adopted *2017 Transportation Improvement Program* and list only the planned roadway capacity improvements listed in the Cost Feasible Plan of the MPO's adopted *2040 Long Range Transportation Plan*.

Response: Exhibit 2 has been revised to include the roadway segments listed above and to revised the levels of service for the roadways listed. The list of committed improvements has been updated based on the 2017 TIP and planned improvements now reflect those listed in the Cost Feasible Plan, as requested.

RER Comment: Response and revisions accepted.

4. Section 3.1. Planned and Programmed Roadway Improvements.

- Update information for the 2017 TIP; Concurrency analysis only allows consideration of roadway capacity improvements for those roadways listed the first three years in the TIP; and planned roadway capacity improvements listed in the Cost Feasible Plan of the 2040 LRTP are to be considered in the Future Traffic Conditions analysis.

Response: The list of committed improvements has been updated based on the 2017 TIP and planned improvements now reflect those listed in the Cost Feasible Plan, as requested.

RER Comment: Response and revisions accepted.

5. Section 3.2. Background Traffic

- Revise Appendix C to include more segments for Kendall Drive, Sunset Drive, Killian Drive, SW 137 Avenue and SW 127 Avenue. For Sunset, Kendall and Killian Drives expand the corridors analyzed from SW 157 Avenue to SW 117 Avenue; and for SW 137 Avenue and SW 127 Avenue expand the corridors analyzed from SW 56 Street to SW 120 Street.

Response: Background growth calculations have been updated and 2015 counts now available from FDOT have been included. The calculations include all stations where historical counts for the last 10 years are published. Historic traffic counts at all stations, even those which are incomplete, are also included in the appendix for reference purposes.

RER Comment: The Growth Rate/Trend Method is the most basic approach for developing future growth projections and should be based on at least five years of data. David Plummer and Associates (DPA) used 11 years of data (2005 through 2015). However, care should be exercised in using data beyond five years as the result may either over emphasize or under estimate past trends. For instance, during the 11-year analysis traffic on Kendall Drive, Sunset Drive and SW 137 Avenue declined particularly during the years 2008, 2009 and 2010, which may be explained by the economic downturn, and started to pick up again in 2011, 2012 and 2014. In addition, the following roadways should be included in the Background Growth Rate calculation: SW 104 Street from SW 147 Avenue to SW 117 Avenue, SW 127 Avenue from SW 72 Street to SW 120 Street. Therefore, this response is unacceptable and DPA should revise the Background Growth Rate considering only the last five years (2011 through 2015) and include the roadways listed above.

6. Section 3.3. Project Trip Generation

- It seems that the planned townhouses should be one or two-story high; therefore, use ITE LUC 231 for the trip generation. Also, Census data shows that the transit ridership for Census Tract 190 –where the application site is located– is 3.9. Revise and adjust the trip generation and update the information in Appendices D and E accordingly.

Response: Given the small sample size for Land Use 231, Low-Rise Condominium /Townhouse, ITE includes a cautionary note for the use of rates and/or equations. Therefore, the more general Land Use 230, Residential Condominium/Townhouse was used which is based on a more statistical sound sample size. Transit information was updated as requested.

RER Comment: Response and revisions accepted.

7. Page 7, Exhibit 3

- Revise table accordingly based on Comments 2 and 3 above.

Response: The list of committed improvements has been updated based on the 2017 TIP and planned improvements now reflect those listed in the Cost Feasible Plan, as requested.

RER Comment: Response and revisions accepted.

8. Page 8, Exhibit 4

- Revise table accordingly based on Comment 6 above.

Response: See response to comment 6 above.

RER Comment: Response and revisions accepted.

9. Pages 8 and 9, Section 3.4. Project Trip Assignment

- Application site is located in TAZ 1257 (2010 Census). TAZ 1232 corresponds to the 2000 Census. Revise trip the distribution in Exhibits 5 and 6 using the information for TAZ 1257; revise Exhibit 7 and change the information in Appendix G accordingly. Appendix F is missing.

Response: Exhibit 7 and Appendix F, as well as the resulting analysis have been revised accordingly.

RER Comment: Change the TAZ 1232 (Year 2000) to TAZ 1257 (Year 2010) in the text of Section 3.4 Project Trip Assignment section of the report (p. 8). Revisions to Exhibit 5 are accepted. Revise the trip distribution in Exhibit 6 as follows: more trips should be assigned to Station Nos. 9782 (SW 127 Avenue) and 60 and 62 (Kendall Drive) as these are the two corridors that will more heavily impacted by this application since the proposed development will have only two accesses connecting to SW 127 Avenue and Kendall Drive. The trip distributions for NNE and ENE should be allocated to County Station No. 9782 (SW 127 Avenue) and the trip distributions for WNW and NNW should be allocated to FDOT Station No. 62 (Kendall Drive). The trip distribution for SSW should not be allocated to County Station No. 9784 (SW 127 Avenue south of SW 104 Street) but to County Station No. 9720 since SW 127 Avenue is located SE of the application site.

10. Page 10, Section 3.5 Future Short Term (2019) Conditions

- Second paragraph. Change Appendix G to Appendix H; revise Exhibit 7 based on Comment 9 above; and revise Exhibit 8 accordingly.

Response: Exhibits 7 and 8 were revised, as requested.

RER Comment: Revise Exhibits 7 and 8 accordingly based on comments 5 and 9 above.

11. Page 11, Project Trip Distribution and Assignment

- Revise information in Exhibit 7 based on Comments 6, 7, 8, 9 and 10 above. Also, add traffic count stations 60 (E/O SW 137 Ave. on Kendall Dr.), 2519 (S/O SW 104 St. on SW 137 Ave.), 9722 (W/O SW 137 Ave. on SW 104 St.), 9718 (W/O HEFT on SW 104 St.), and add 9720 (W/O SW 127 Ave. on SW 104 St.).

Response: Exhibits 7 has been revised based on prior comments and the stations above are now included in the analysis.

RER Comment: Same comment as above.

12. Page 12, Exhibit 8, Short Term (2019) Segment Analysis

- Analysis is missing the segment of Kendall Drive between SW 137 Avenue and SW 127 Avenue –one of the roadway segments that will be significantly impacted by the application. Add FDOT traffic county station 60 to the analysis.

Response: The analysis did not include this segment as this is not a concurrency station. However, as requested the revised analysis includes this location. Counts were obtained from the FDOT published counts for 2015. Generalized service volumes were used.

- Add FDOT traffic count station 2519 and County traffic count station 9722; change the station numbers of 718 and 720 to 9718 and 9720, respectively; and substitute station 9810 with FDOT station 2520 since SW 137 Avenue is SR 825.

Response: The additional stations have been added and station numbers changed, as requested.

- Existing 2016 column. The MDC Concurrency Database is not for 2017 but rather Year 2015 for County traffic count stations and Year 2014 for State traffic count stations. The County is in the process of updating the database to the Year 2016 for County stations and Year 2015 for State stations. Please update this column information.

Response: The base year of the analysis was changed to reflect 2015 conditions. Counts for state stations were obtained from FDOT and updated to 2015. The counts are included in Attachment A.

- Background 1.0% (2019) column. Please update this information using 5 years for State traffic counts and 4 years projections for County traffic count stations since the base years are 2014 for State stations and 2015 for County stations. Revise entire table accordingly.

Response: The analysis was adjusted to reflect 2015 for existing conditions (see response above) and 4 years of growth for 2019.

RER Comment: Revise Exhibit 8 accordingly based on comments 5 and 9 above.

13. Pages 13 through 15, Exhibit 9, Project Significance Analysis.

- Update table based on the comments above.
- SW 8 Street. Change the LOS standard for the segments between SW 147 Ave. and SW 117 Ave. from D to E and revise the MSV accordingly –Tamiami Trail is SR 90.
- Coral Way. Add the segment from SW 157 Ave. to SW 147 Ave. (4L DV).
- Bird Road. Add the segment from SW 162 Ave. to SW 157 Ave. (2L UD).
- Miller Drive. Add the segment from SW 167 Ave. to SW 157 Ave. (4 L DV).
- Sunset Drive. Change the LOS standard of the segment between SW 97 Ave. and SW 87 Ave. from D to E+20% and revise the MSV accordingly.
- Kendall Drive. Change the LOS standard of the segment between SW 167 Ave. and SW 162 Ave. from D to E+20% and revise the MSV accordingly.
- Killian Drive. Add the segment from SW 167 Ave. to SW 157 Ave.
- SW 120 Street. Add the segment from SW 157 Ave. to SW 147 Ave.
- Add the following east-west corridors: SW 136 Street between SW 157 Ave. and SW 127 Ave. and SW 152 Street between SW 162 Ave. and US 1.
- Add SW 167 Avenue from SW 42 Street to SW 104 Street.
- SW 157 Ave. Add segments from SW 8 Street to SW 152 Street.
- SW 147 Ave. Add segment from SW 136 Street to SW 152 Street.
- SW 137 Ave. Add segment from SW 136 Street to SW 152 Street.
- SW 117 Ave. Add segments from SW 8 Street to SW 152 Street.
- SW 107 Ave. Add segments from SW 8 Street to SW 104 Street.
- SW 97 Ave. Add segments from SW 8 Street to SW 136 Street.
- SW 87 Ave. Add segments from SW 8 Street to South Dixie Highway/US 1.
- Provide information showing the % trip distribution and trip assignment, i.e. maps or plots.

Response: The analysis was adjusted accordingly. Exhibits graphically portraying the trip distribution and assignment have been included in the traffic study.

RER Comment: Explain why the trip distribution percentages in Exhibit 9 on the major roadways surrounding the application site do not add up to 100%. Revise Exhibits 9 and 10 accordingly based on this comment and the comments above.

14. Page 16. Exhibit 10, Long Term (2028) Roadway Analysis

- Revise table accordingly based on the comments above.

Response: Exhibit 1 was revised to better depict the location of project access. The access to the external roadway network is proposed via SW 97th Street and SW 130th Avenue.

3. Section 1.2 – Study Objective (page 2): How long has the golf course been closed? Is the country club also closed?

Response: The golf course has been closed since 2011. The country is closed.

4. Exhibit 2 – Existing (2016) Conditions Roadway Analysis (page 3): The roadway segment labeled SW 104 St appears to be incorrect since it is also included in the From/To limits.

Response: The label was revised to SW 127th Avenue.

5. Section 3.4 – Project Trip Assignment (page 8): Please revise the cardinal percentage distributions based on the latest 2010 TAZ in Exhibit 5 and 6.

Response: The cardinal distribution and resulting distribution was revised to reflect the 2010 TAZ, as requested.

6. Exhibit 6 – Project Trip Distribution (page 9): Station 9781 should be labeled 9782. Please confirm otherwise.

Response: Station was relabeled as requested.

7. Exhibit 7 – Project Trip Distribution & Assignment (page 11): it is unclear how the assignment percentages relate to the distributions shown in Exhibit 6. Also, why does Station 62 include double counting of trips?

Response: The quadrant distribution obtained from the cardinal distribution was assigned partly or entirely to the roadways adjacent to the project. For example, the NNE quadrant was assigned to Station 9782, SW 127th Avenue south of Kendall Drive. That is 21% of the project trips or 140 trips during the PM Peak Hour. All trips from the cardinal distribution were assigned to the primary stations. That is the first traffic station that receives project traffic in each direction.

Double counting at Station 82, Kendall Drive east of SW 127th Avenue, occurs because some trips exiting the project on SW 97th Street and traveling north on SW 127th Avenue will turn right on Kendall Drive to either access HEFT or travel east. Therefore, the sum of project traffic in primary concurrency stations will exceed 100% of the project traffic due to this double counting.

8. Background Growth Rate Calculations (Appendix C): Why wasn't Station 60 - Kendall Drive, 200 ft. East of SW 137 Ave. not included in the calculations? Also, why weren't any of the FDOT count stations along the roadways adjacent to the site not included, i.e. SW 127th Avenue and SW 104th Street?

Response: Background growth calculations have been revised and Station 60 included. Also, calculations were updated and 2015 counts now available from FDOT have been included. The calculations include all stations where historical counts for the last 10 years are published. Historic traffic counts at all stations, even those which are incomplete, are also included in the appendix for reference purposes.

9. Cardinal Distribution (Appendix F): Please correct the title since it is labeled Appendix 'G'.

Response: The label has been replaced, as requested.

10. Concurrency Database (Appendix G): Please correct the title since it is labeled Appendix 'H'.

Response: The label has been replaced, as requested.

Additional DTPW Review Comments

1. Section 3.3 – Project Trip Generation (page 6): Please correct the text in the last paragraph to read “A 3.9% alternate modes of transportation deduction was used in the analysis.”
2. Section 3.4 – Project Trip Assignment (page 8): Please correct the text in the second sentence to read “The project is located in Traffic Analysis Zone (TAZ) 1257.”
3. Exhibit 6 – Project Trip Distribution (page 9): The revised trip distribution percentages are not clear. The NNW average percentage is 8.6; however, this has been assigned to Station 9780, which is ‘SW 127th Avenue south of Sunset Dr.’, NE of the TAZ. It appears that more trips should be assigned to this station based on the cardinal distribution.
4. Exhibit 7 – Project Trip Distribution & Assignment (page 11): It is still unclear why there is double counting of trips. The trips assigned to Station 62 (Kendall Dr. east of SW 127 Ave.) should have 31.5% trips instead of 45% according to the Cardinal Distribution. The trips exiting the project on SW 97th Street traveling north on SW 127th Avenue and turning right onto Kendall Drive should already be included in the cardinal distribution.
5. Exhibit 10 – Project Trip Assignment (page 14): In reference to comment 4 above, please advise why the trips assigned to the roadways directly surrounding the site do not equal the 673 PM peak hour trips calculated.

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APPENDIX D

Applicant's Socio-Economic Analysis Report

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Miami Economic Associates, Inc.

RECEIVED

2016 JUN 30 PM 1:00

PLANNING DIVISION

June 24, 2016

Mr. Jack Osterholt
Director
Department of Regulatory and Economic Resources
Miami-Dade County
Miami, Florida

**Re: Application to Amend the Miami-Dade County CDMP
Filed by Kendall Associates I, LLLP
May 2016 Cycle**

Dear Mr. Osterholt:

Miami Economic Associates, Inc. (MEAI) has performed an analysis with respect to the application to amend Miami-Dade County's Comprehensive Development Master Plan (CDMP) that was filed on behalf of Kendall Associates I, LLLP ("the Applicant") in the May 2016 Cycle. The purpose of our analysis was to evaluate whether the proposed amendment should be adopted based on need as well as consistency with the Goals, Objectives and Policies of the CDMP. Our analysis also considered the fiscal and economic benefits that would accrue to Miami-Dade County and/or its residents and businesses if the amendment is adopted. This letter report summarizes the findings of our analysis.

The proposed amendment pertains to the approximately 168.13 acres of property located at 9400 SW 130th Avenue. The Subject Property had been the site of the Calusa Golf Club, a privately-owned pay-for-play facility that ceased to operate in 2011. The proposed amendment seeks to: 1) re-designate the use of the Subject Property from Parks and Recreation to Low-Medium Density Residential; 2) release the Subject Property from restrictions recorded in 1968 that limited its use to the operation of a golf course and related activities; and 3) obtain acceptance of a covenant being proffered by the Applicant that would limit the future residential development on the Subject Property to no more than 8 units per acre rather than the maximum density of 13 units per acre permitted by the Low-Medium Density Residential designation being sought. The amendment also requests a text amendment to the Parks and Recreation section of the CDMP that would facilitate the release of the use restriction placed on the Subject Property in 1968.

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Mr. Jack Osterholt, Director
Department of Regulatory and Economic Resources
Miami-Dade County
June 24, 2016
Page 2

Based on the analysis MEAI performed, we believe that the proposed amendment should be adopted. We base this conclusion on the following findings:

- Operation of the property as a golf course is not economically viable. Accordingly, sale of the property with the 1968 restriction on use still in effect is also not possible. Re-designation of the property for residential use would allow the Applicant to make beneficial use of the former golf course.
- If the Subject Property is re-designated for Low-Medium Density Residential use, it would be one of the largest vacant properties, if not the largest, within the County's Urban Development Boundary available for the construction of single-family detached and attached (townhome) units. In fact, there are less than five vacant residentially-designated properties available within the UDB currently that are more than 100 acres in size and less than fifty comprised of 25 or more acres. Larger properties allow the developers of single-family detached and attached (townhome) units to operate more efficiently and realize the economies of scale to a greater degree. This, in turn, enables them to price their units at more competitive levels than would be possible if they were produced on a smaller-scale basis.
- Re-designation of the Subject Property for the development of single-family detached and attached (townhome) units at a density below 8 units would be generally compatible with the existing development in the surrounding area. Hence, it would be in compliance with Land Use Policy 8E (iii). It would also be consistent with other Objectives and Policies of the CDMP including Land Use Objective LU-1, Land Use Policy LU-1C, Land Use Policy 8E (iv) and (v). Appendix 1 provides the text of the referenced Objectives and Policies.
- Land Use Policy 8E(i) states that a factor to be considered in regard to the re-designation of a property is whether doing so would satisfy a shortage on the County's Plan map. Land Use Policy 8F mandates that the County have the residential capacity available to accommodate population growth for fifteen years from the date of the last EAR, which currently means until 2028. In May 2015, the County estimated that capacity existed to accommodate growth through 2030, which would mean that no shortage exists. However, that conclusion was based on population projections prepared by the County's planners in 2013. Recent population estimates released by the U.S. Census Bureau and the Bureau of Business and Economic Research at the University of Florida for 2015 indicate that the population projections prepared by the County in 2013 have significantly underestimated the rate at which the County's population is growing and that a shortage may, in fact, exist. Prudence would suggest that appropriate steps be taken to assure that a shortage does not materialize, or to mitigate it if it does exist. Re-designating the Subject Property for residential use in the manner proposed by the Applicant would be one such step.
- MEAI understands that preliminary plans for the Subject Property envision the construction of 1,100 units, inclusive of 481 single-family detached homes and 619 single-family attached (townhome) units that would sell in a price range between

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Mr. Jack Osterholt, Director
Department of Regulatory and Economic Resources
Miami-Dade County
June 24, 2016
Page 3

\$350,000 and \$500,000. We estimate that development of these units would be economically beneficial to the County, creating approximately 3,745 jobs during the development period and providing support for nearby business once development is completed. It would also be fiscally beneficial, providing building permit and impact fee revenues to the County during the development period in excess of \$12.5 million and annual ad valorem revenues to the County and the Miami-Dade County Public School District once development has been completed in the amounts approximating \$3.26 million and \$3.35 million, respectively. MEAI estimates that the annual ad valorem tax amounts just stated are nearly 125 times greater than what County and the School District are currently receiving from the Subject Property. Development of the Subject Property would also provide increased non-ad valorem revenues to the County in the form of utility taxes and franchise fees, sales taxes, water and sewer usage charges and revenue sharing proceeds.

- MEAI does not expect that development of the Subject Property will adversely impact the finances of Miami-Dade County in terms of either capital costs or annual service costs. We base this opinion on the following factors:
 - As discussed above, development of the Subject Property in the manner envisioned will generate in excess of \$11.0 million in impact fees for roads, police, fire and parks. The traffic analysis prepared for the Applicant indicates that the proposed project will not require the construction of any new roadways. Accordingly, the approximately \$7.38 million paid to the County as road impact fees will be available for use elsewhere in the County. Further, it will be an in-fill project in an area where police, fire and park facilities already exist to serve the residents. Finally, the Applicant will be responsible for the cost of upgrading the water and sewer systems that serve the area, if any.
 - The primary public sector costs associated with the proposed project will be those related to provision of police and fire services. Given that police and fire service are already provided to the area in which the Subject Property is located, MEAI believes that the increased ad valorem and non-ad valorem revenues that it will generate will be sufficient to cover any incremental increase in the costs of those services.

The remainder of this letter report provides the bases for the conclusions stated above.

Analytical Findings

- Golf operations on the Subject Property ceased in the fall of 2011. Since then, efforts, which were unsuccessful, were made to convince the owners of residential units surrounding the former golf course to voluntarily agree to release the Subject Property from the 1968 covenant restricting the use of it to golf operations in return for monetary compensation. The issue of the covenant has also been litigated at the both State Circuit and Appellate Court level. During the course of the Circuit Court proceedings, Dr. Henry H. Fishkind, a noted economist based in Orlando, testified via

Mr. Jack Osterholt, Director
Department of Regulatory and Economic Resources
Miami-Dade County
June 24, 2016
Page 4

a sworn affidavit dated November 4, 2013 that the Calusa Golf Club is not economically viable as a golf course nor is it marketable as golf course. His affidavit, which is contained in Appendix 2, further states that "there is no market for a property in Miami-Dade County that can only be used as a golf course. Nor is any such market likely to develop in the foreseeable future."

Dr. Fishkind based the opinions set forth in his affidavit on the following factors:

- The Calusa Golf Club lost money every year between 2003 and 2010 with the amount of the losses suffered increasing during that period from less than \$100,000 to approximately \$750,000 (Page 4 of the affidavit). The continuing losses were the results of fewer rounds of golf being played locally and nationally, rising operating costs and inability to increase revenue. Data contained in the affidavit shows that operating expense at the Calusa Golf Club decreased between 2005 and 2008 and remained approximately level thereafter. However, revenues, which were not sufficient to cover operating expenses in 2005, also declined between 2006 and 2010 ... and at a faster rate (Page 5).
- The financial losses suffered by Calusa Golf Club between 2003 and 2010 were not unique to that facility. In 2004, there were 24 public golf courses operating in Miami-Dade County including twelve that were municipally-owned and an equal number that were privately-owned pay-for-play facilities similar to Calusa. By 2015, four of these in addition to Calusa had closed including one municipal course (Haulover) and three privately-owned facilities including California North, Presidential and Williams Island. Further, the 12 municipal facilities operating in Miami-Dade County since 2008 collectively lost \$6.0 million, with only three making any profit (Page 5).
- The financial problems of the municipal and privately-owned pay-for-play golf courses in Miami, inclusive of Calusa Golf Club, reflected fundamental and material changes in the national marketplace for golf. According to the National Golf Foundation, the number of people playing golf peaked in 2003 but then declined by 16 percent by 2010. Most of the losses were among occasional players who are those most likely to use municipal or privately-owned pay-for-play golf courses. As a result, the number of rounds per 18 holes dropped from 40,000 in 1988 to just 31,300 by 2011, with the decline even more pronounced between 2003 and 2011. Due to that, the number of golf courses closing exceeded the number opening every year throughout the 2006 to 2011 period. Further, the gap widened throughout the period, with the result that in 2011, 158 courses closed and only 19 opened (Page 7).

It should also be noted that golf course closings have continued to outpace golf course openings on a national basis since 2011. In 2012, 141 more golf courses closed than

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opened nationally while the number of closings exceeded openings by 143 in 2013, 164 in 2014 and 148 in 2015.

- The site of the now closed Calusa Golf Club is comprised of approximately 168.13 acres. MEAI understands that preliminary development plans for the site anticipate the construction of a total of 1,100 units inclusive of 481 single-family detached units and 619 single-family attached (townhome) units. MEAI further understands that the proposed units will broadly sell in the range of \$350,000 to \$500,000.

If the property is re-designated for Low-Medium Residential use, it would be one of the largest vacant properties, if not the largest, in Miami-Dade County available for future residential development. Based on information provided to MEAI by the Planning Division of the County's Department of Regulatory and Economic Resources (Planning), we estimate that there are currently fewer than five individual vacant parcels available for future residential development in the County that are greater than 100 acres in size and less than fifty greater than 25 acres in size. Land Use Objective LU-1 encourages the development of well-designed communities that offer, among other things, a variety of housing types. If new single-family detached and attached (townhome) units are to be among the unit types available in such communities in the future, it is critical that larger tracts be available because they allow the builders involved in constructing such units to operate more efficiently and achieve important economies of scale. That, in turn, allow them to price their units at more competitive levels than would be when building is done on a smaller-scale basis.

- Land Use Policy LU-1C states that "Miami-Dade County shall give priority to infill development on vacant sites in currently urbanized areas, and redevelopment of substandard and underdeveloped environmentally suitable urban areas contiguous to existing urban development where all necessary urban services are projected to accommodate additional demand. The proposed re-designation of the Calusa Golf Club property for Low-Medium Residential use would be completely consistent with this policy.

Re-designation of the Calusa Golf Club property would also be highly consistent with Land Use Policy LU-8E (iii), (iv) and (v) which respectively state that consideration should be given to the extent to which a requested re-designation of a property on the County's Land Use map would: (1) be compatible with abutting and nearby land uses; 2) not adversely impact environmental and historic resources; and 3) promote transit ridership and pedestrianism. In this regard, the following points are noted:

- A wide range of residential densities exist in close proximity to the former Calusa Golf Club property. In this regard, the residential areas bordering the property on its east, south and western sides, are generally comprised of the single-family detached units and those units abut other single-family detached units --- generally on smaller lots --- on their side facing away from the former golf course. The units on the north side of the former golf course are also single-family detached units which, in turn abut properties developed with

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Page 6

multi-family units. The preliminary plan referenced above for the Subject Property would result in development at a gross density of 6.5 units per acre, which would be generally consistent with the neighborhood average. Further, it envisions that the proposed single-family detached units would be developed at along the edge of the Subject Property and be separated from the existing adjacent units by a landscaped buffer.

- Development of the former golf course in the manner depicted in the preliminary plans prepared for it will not degrade any environmental or historic resources.
- SW 88th Street (N. Kendall Drive) is located less than ¼ mile north of the former Calusa Golf Club property. The Mass Transit Sub-Element of the CDMP designates Kendall Drive as a "Proposed Rapid Transit Corridor". It is also identified as a rapid transit corridor in the The Smart Plan issued by the County's Metropolitan Planning Organization in May, 2016. The Subject Property is also located in close proximity to a Transit Center, which the Mass Transit Sub-Element defines as a location "where several routes or lines, or different modes converge". As such, the development of 1,100 units on the former golf course would serve to promote transit ridership and, potentially, pedestrianism.
- Land Use Policy 8E (i) states that another factor that should be considered in evaluating the re-designation of a property on the County's Land Use map is whether doing so would satisfy a deficiency in the Plan map to accommodate projected population or economic growth of the County. In this regard, Land Use Policy 8F mandates that the County should have sufficient residential capacity to accommodate fifteen years of the population growth from the date of the last EAR, which currently means through 2028. In a report issued in May 2015, Planning estimated that the County had sufficient residential capacity to accommodate population growth through 2030, which, if true, would mean that no deficiency exists that needs to be addressed.

It is, however, noted that Planning's May 2015 estimate of residential capacity was based on estimates of population growth for the period from 2010 to 2030 prepared in 2013 which projected the population in the County in 2015 to total 2,607,198 residents. Both the U.S. Census and Bureau (Census) and the Bureau Business and Economic Research at the University of Florida (BBER) believe that Miami-Dade County had a significantly larger number of residents in 2015 than Planning anticipated, with the former estimating 2,693,117 residents as of April 2015 and the latter estimating 2,653,934 residents as July 2015. Based on the BBER's figure, the depletion year of the County's residential capacity would now be 2028 rather than 2030. Based on the Census' figure, depletion would now occur prior to 2028, which means that a deficiency on the Plan map does, in fact, exist.

The concept of having enough capacity to accommodate fifteen years of future population growth is to assure that supply is not constrained to that point that there is

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an adverse impact on land, and, ultimately, housing prices. In the absence of another full-blown census being performed, it is not possible to know with any certainty which of the entities discussed --- Planning, Census or BBER --- most accurately estimated the 2015 population. However, prudence would indicate that appropriate steps be taken to assure that a shortfall in the amount of capacity available does not occur and/or is mitigated as soon as possible. Re-designation of the former Calusa Golf Club property for Low-Medium Residential use would be one such step.

- As discussed previously, preliminary plans for the Subject Property envisioned the construction of 1,100 units including 481 single-family detached homes that would sell at an average price of \$480,000 and 619 single-family attached (townhome) units, or townhomes, that would sell at an average price of \$390,000. MEAI further understands, based on information provided to us by the Applicant that the proposed project would cost approximately \$260.0 million to develop in terms of "hard" cost and approximately \$110.0 million in terms of "soft" costs, inclusive of sales commissions. Accordingly, project costs would total approximately \$370.0 million, exclusive of the amount expended to acquire the property. Based on this information, MEAI estimates that the proposed development will generate significant economic and fiscal benefits for Miami-Dade County and/or its residents and businesses.
 - The term "economic benefits" refers to the positive impacts that the proposed project will have on the economy of Miami-Dade County. These benefits will be generated on a non-recurring basis during the period in which the project is being constructed or on an annual recurring basis once development has been completed. The economic benefits that will be generated by the development of 1,100 units on the former Calusa Golf Club would include the following:
 - Approximately 3,745 jobs will be created on a non-recurring basis during the construction period which will pay a total of \$198.1 million in wages and salaries throughout the construction period. Included among the jobs would be 2,258 direct construction jobs. Also included, due to the multiplier effect, will be: 1) 631 indirect jobs in business sectors related to the construction industry such as building supplies and construction; and 2) 856 induced jobs in businesses throughout the economy such as grocery stores and professional service providers' offices where those employed in direct and indirect jobs spend their earnings.
 - Retail and restaurant expenditures on an annual recurring basis after the project is fully developed in the amount of \$37.7 million. These expenditures will support a total of 236 full-time direct jobs in the sectors indicated and an additional number of indirect and induced jobs.
 - The term "fiscal benefits" refers to the positive impacts that the proposed project will have on the finances of Miami-Dade County and the Miami-Dade County Public School District. As with the economic benefits discussed above,

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fiscal benefits generated by the proposed project will be both non-recurring and recurring in nature. For the purpose of this analysis, it was assumed that the proposed single-family detached units would average 2,250 square feet in size and the townhome units, 1,650 square feet.

- The non-recurring fiscal benefits generated by the project will include the following:
 - Basic building permit fees and water and sewer connection fees will be paid to Miami-Dade County in the amount of \$1,467,407. Additional fees may be collected for swimming pools and other specific unit features.
 - Impact fees will be paid to Miami-Dade County for roads, police, fire and parks in an amount totaling \$11,087,665. Of this total amount, road impact fees will account for \$7,379,783, police impact fees for \$590,997, fire impact fees for \$452,892 and park impact fees for \$2,663,983.
 - School impact fees will be paid to the Miami-Dade School Public School District in the amount of \$2,604,305.
- The primary annual recurring fiscal benefit generated by the proposed project after development is completed will be ad valorem taxes paid into various funds of both the Miami-Dade County and the Miami-Dade Public School District. For the purpose of estimating ad valorem taxes, it is assumed that the completed units are placed on the tax rolls at an assessed value equal to 80 percent of their average sales price. It is further assumed that 80 percent of the units will qualify for the Homestead Exemption. Based on these assumptions, it is estimated that the taxable value of the project when fully completed will total \$334.4 million for all Miami-Dade County funds and \$356.4 million for the funds of the Miami-Dade County Public School District. The table at the top of the next page shows the current millage rate levied by each County and School District fund and the amount of ad valorem taxes that would be generated for each.

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Entity	Rate/\$1000 Taxable Value	Taxes
Miami-Dade County		
General Fund	4.6669	\$ 1,560,611
Debt Service Fund	0.4500	\$ 150,480
Fire Fund	2.4207	\$ 809,482
Fire Debt Service Fund	0.0086	\$ 2,876
Library Fund	0.2840	\$ 94,970
UMSA Fund	1.9283	\$ 644,823
Total		\$ 3,263,242
Miami-Dade County Public Schools		
Operating	7.4130	\$ 2,641,993
Debt Service	0.1990	\$ 709,236
Total		\$ 3,351,229

Source: Kendall Associates I, LLLP; Miami-Dade County Property Appraiser; Miami Economic Associates, Inc.

The amounts of ad valorem taxes generated for the County and the School District that are shown in the table above are nearly 125 times greater than the amounts collected on the Subject Property in the current fiscal year.

- The proposed units would also generate increased non-ad valorem revenues for the County in the form utility taxes and franchise fees, sales taxes, water and sewer usage charges and revenue sharing proceeds. There is insufficient information currently available to estimate the amounts that will be generated with specificity.
- MEAI does not expect that development of the Subject Property will adversely impact the finances of Miami-Dade County in terms of either capital costs or annual service costs. We base this opinion on the following factors:
 - As discussed above, development of the Subject Property in the manner envisioned will generate in excess of \$11.0 million in impact fees for roads, police, fire and parks. The traffic analysis prepared for the Applicant indicates that the proposed project will not require the construction of any new roadways. Accordingly, the approximately \$7.38 million paid for road impact fees will be available for use elsewhere in the County. Further, as an in-fill project, it will be developed in area in which police, fire and park facilities already exist to serve the residents. Finally, the Applicant will be responsible for the cost of upgrading the water and sewer systems that serve the area, if any.
 - The primary public sector costs associated with the proposed project will be those related to provision of police and fire services. Given that police and fire service are already provided to the area in which the Subject Property is

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located, MEAI believes that the increased ad valorem and non-ad valorem revenues that the proposed project will generate will be sufficient to cover any incremental increase in the costs of police and fire services.

Closing

Based on the analysis summarized above, MEAI believes that the application to re-designate the former Calusa Golf Club for Low-Medium Density Residential use should be approved.

Sincerely,
Miami Economic Associates, Inc.



Andrew Dolkart
President

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RE-PLANNING DIVISION

Appendix 1

Appendix 1
Selected Goals, Objectives and Policies
Miami-Dade County Comprehensive Development Master Plan

Land Use Objective LU-1: The location and configuration of Miami-Dade County's urban growth through the year 2030 shall emphasize concentrations and intensifications of development around centers of activity, development of well-designed communities containing a variety of uses, housing types and public services, renewal and rehabilitation of blighted areas, and contiguous urban expansion when warranted, rather than sprawl.

Land Use Policy LU-1C: Miami-Dade County shall give priority to infill development on vacant sites in currently urbanized areas, and redevelopment of substandard or underdeveloped environmentally suitable urban areas contiguous to existing development where all necessary urban services and facilities are projected to have capacity to accommodate additional demand.

Land Use Policy LU-8E: Applications requesting amendments of the CDMP Land Use Plan map shall be evaluated for consistency with the Goals, Objectives and Policies of all Elements, other timely issues, and, in particular, the proposal, if approved, would:

- i) Satisfy a deficiency in the Plan map to accommodate projected population and economic growth of the County;
- ii) Enhance or impede provision of services at or above adopted LOS Standards;
- iii) Be compatible with abutting and nearby land uses and protect the character of established neighborhoods;
- iv) Enhance or degrade environment or historical resources, features or systems of County significance; and
- v) If located in a planned Urban Center or within ¼ mile of an existing or planned transit station, exclusive busway stop, transit center or standard or express bus stop served by peak period headways of 20 or fewer minutes, would be a use that promotes transit ridership or pedestrianism as indicated in the policies Objective LU-7 herein.

Appendix 2

IN THE CIRCUIT COURT OF THE ELEVENTH JUDICIAL CIRCUIT
OF THE STATE OF FLORIDA, IN AND FOR MIAMI-DADE COUNTY, FLORIDA
CIRCUIT CIVIL DIVISION
COMPLEX LITIGATION SECTION

ST. ANDREWS HOLDINGS, LTD n/k/a
FORT DALLAS GOLF CLUB, LTD a
Florida limited partnership; and
NORTHEASTERN GOLF, LLC a
Florida Limited Liability Company,

Plaintiffs,

v.

ALAIN J. MOROT-GUADRY et al.

Principal Defendants,

and

MIAMI-DADE COUNTY, a political
subdivision of the State of Florida ,

Nominal Defendant

_____ /

AFFIDAVIT OF HENRY H. FISHKIND, Ph.D.

Before me, the undersigned authority, appeared the affiant, Henry H. Fishkind, Ph.D., and having taken an oath, affiant, based on personal knowledge, deposes and says:

1. I am over eighteen (18) years of age and competent to testify as to the matters contained herein.

2. I am President of Fishkind & Associates, Inc., an economic and financial consulting firm with offices in Orlando, Port St. Lucie, and Naples all in Florida. Fishkind & Associates provides economic analysis and forecasting services to public

and private clients primarily in Florida; conducts market studies; acts as financial advisors to over fifty units of local government in Florida; arranges and executes financings for these governments totaling over five billion dollars over the last decade; and provides expert testimony on economic and financial matters.

3. I obtained a Ph.D. in Economics from Indiana University in 1975, and I have worked in the field of economics and financial consulting for over 35 years. Among other things, I have been an Associate Professor of Economics at the University of Florida and an Associate Director for Programs, Bureau of Economics & Business Research at the University of Florida. I have been the President of Fishkind & Associates, Inc. since 1988. During my career I have developed apartments and office buildings, and I have been a founding board member of two publicly traded real estate development companies, Summit Properties (an apartment developer) and Engle Homes (a homebuilder) until each company was sold.

4. I have extensive experience assisting our clients developing master planned communities in Florida which generally include one or more golf courses. This experience includes Weston, Lakewood Ranch, and The Villages. I have also consulted with the owners of Florida golf courses on numerous occasions, and I am very familiar with the economics of golf course operations in Florida.

5. My experience includes numerous real estate developments in South Florida including Midtown Miami, Miami World Center, Dolphin Mall, Village at Gulfstream Park, the Palace in Coral Gables, Le Jeune Village, the University of Miami, and Beacon Trade Port.

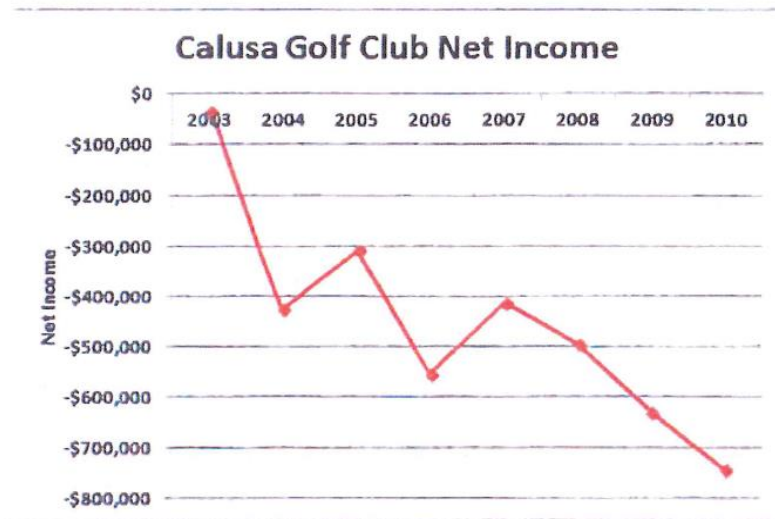
6. I have deep experience testifying as an expert witness in Florida courts concerning local government financial matters including controversies involving impact fees, special assessments, and taxes. Also, I have provided expert testimony concerning the economic feasibility of golf course operations on numerous occasions including two instances within the last year alone. A complete copy of my resume is attached hereto as Exhibit "A."

7. I have reviewed the Amended Complaint and supporting documents including the golf course restriction. I have also reviewed data on the financial performance of the Calusa golf course at issue in this case. Also, I have researched data on the golf industry in the U.S. and specifically the market for golf in Miami-Dade County. In addition, I personally visited and toured the property.

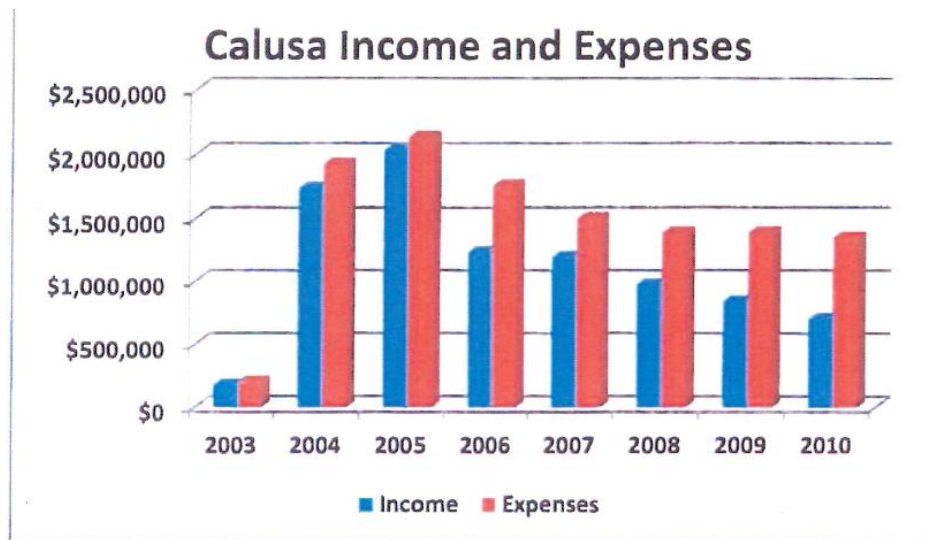
8. I have also reviewed the Motion for Summary Judgment filed by the Trust Defendants and the arguments and materials incorporated therein.

9. It is my opinion that the Calusa property is not marketable as a golf course. It is not economically viable as a golf course. The golf course restriction destroys the marketability of the entire property. There is no market for a property in Miami-Dade County that can only be used for a golf course. Nor is any such market likely to develop in the foreseeable future.

10. The Calusa property cannot operate as an economically viable golf course. As the chart below shows, the course has lost money every year since 2003 and the losses are accelerating.



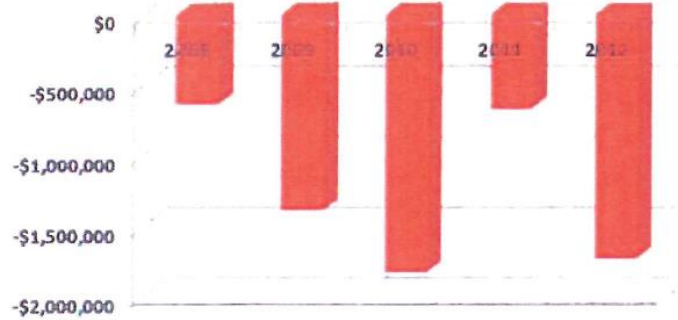
11. The continuing losses are the results of fewer rounds played both locally and nationally; stiff competition locally; rising operating costs; and the inability to increase revenue. These conclusions are based on my review of market conditions, performance of comparable golf courses in the relevant marketplace, the financial data from the golf course along with my interview with management and site visit. These problems are illustrated by the inability of the course to generate higher income and the fact that management worked diligently to control costs. But these efforts were insufficient to generate any profit since 2003.



12. The financial losses suffered by the Calusa Golf Club are not unique. In 2004 there were twenty-four public golf courses operating in Miami-Dade County of which twelve were municipal courses and the others were privately owned fee-for-play courses open to the public. Since then five courses have closed, one municipal course and four private fee-for-play courses as follows: (a) Haulover (a municipal course); (b) Calusa (a private fee-for-play course); (c) California North (a private fee-for-play course); (d) Presidential (a private fee-for-play course); and (e) Williams Island (a private fee-for-play course).

13. Furthermore, the public golf courses operating in Miami-Dade County collectively have lost money continuously since 2008 as the chart below illustrates. It is the rare public course that makes money. Of the nine operating public golf courses in Miami-Dade County only three consistently make money. Since 2008 the collective losses of these public golf courses totals \$6,000,000.

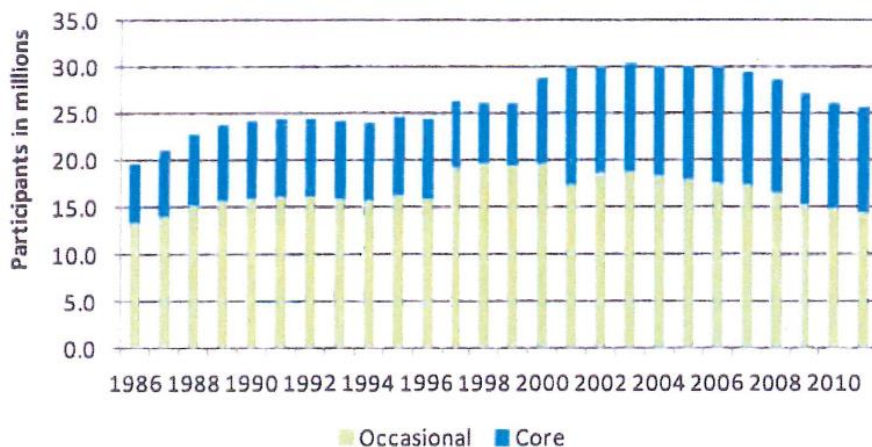
Profitability of Public Golf Courses in Miami-Dade County



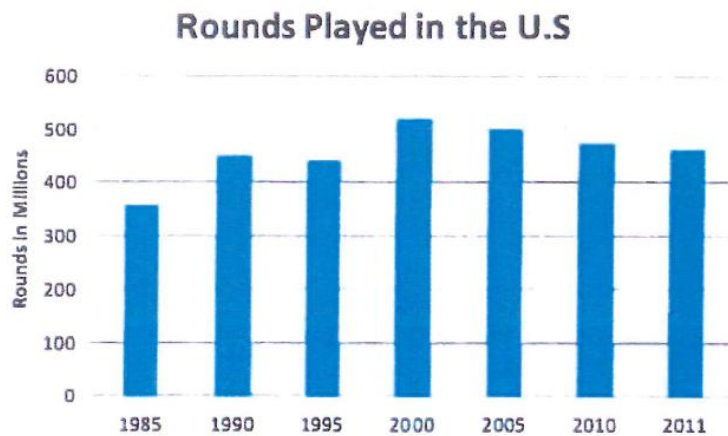
14. The financial problems for public golf courses in Miami-Dade County, whether municipally owned or privately owned, reflect fundamental and material changes in the national marketplace for golf. The trend for Calusa is consistent with the national and local trends in the golf course marketplace.

15. According to data from the National Golf Foundation the number of people playing golf peaked in 2003 and has since declined by 16% as the following chart illustrates. Most of the losses have come from occasional players, the type most likely to use public golf courses.

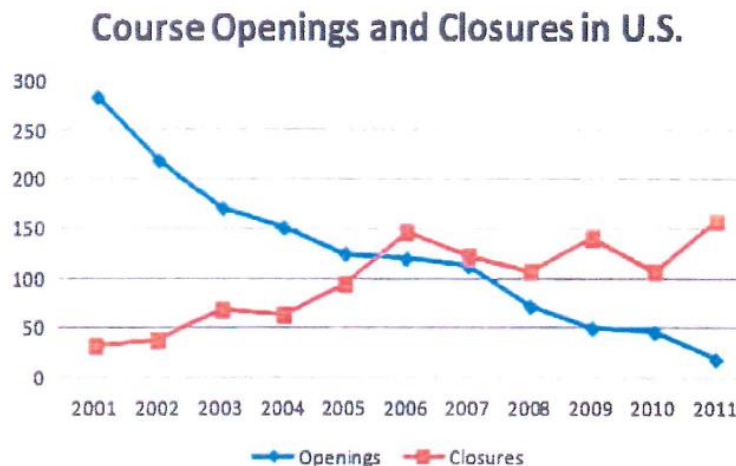
Historical Participation Trend



16. Fewer players combined with higher cost of play and the modest recovery from the Great Recession has substantially reduced the number of rounds played in the U.S. since 2000. As a result the number of rounds played per 18-holes has dropped sharply from over 40,000 rounds per average 18-hole course in 1988 to just 31,300 by 2011 (the latest year data are available).



17. The combined impact of fewer players and reduced rounds per course along with rising costs has had a devastating impact on the golf course business. Every year since 2006 more golf courses have closed than have opened.



18. As illustrated above, the gap between course openings and closings continues to widen illustrating the difficult economic environment the industry faces and the material change in market conditions. In 2011, 158 golf courses closed in the U.S. and only 19 opened. This illustrates why properties limited to a golf course use are not marketable and will not be marketable for the foreseeable future.

19. Based on these facts, it is my opinion that fundamental and material economic forces within the golf course marketplace render the subject property unmarketable now, and in the foreseeable future, for so long as it is restricted solely to use as a golf course. Therefore, it is rational for the owners to close the course to limit their continuing economic losses, because of the significant maintenance expenses associated with golf course operations.

20. The golf course only restriction prohibits development, or even the improvement, of the property. There are no ancillary real estate development opportunities associated with the property, nor are there any other revenue generating opportunities sufficient to offset their cost of operations and maintenance. Given the forgoing there is no economic justification for improving the property. No potential buyer could purchase the property to improve it for development of residential, hotel, or other economically viable use.

21. It is important to note that the scope of the restriction covers the entire property. Therefore, none can be utilized for anything other than a golf course, which is not economically viable.

22. Finally, the duration of the restriction, ninety-nine years, effectively precludes any alternative use other than a golf course which is not economically viable. As a result, the restriction has effectively destroyed the ability to use, sell, develop or improve the property in the present or the foreseeable future for so long as the golf course only restriction remains in place.

23. It is therefore unreasonable to continue to enforce the restriction from an economic and market perspective.

FURTHER AFFIANT SAYETH NAUGHT.


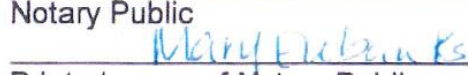

HENRY H. FISHKIND, Ph.D.

STATE OF FLORIDA

COUNTY OF ORANGE

The foregoing was sworn to and subscribed to before me this 4th day of November, 2013 by Henry H. Fishkind, Ph.D. He is personally known to me or has produced _____ as identification.

(SEAL)


Notary Public

Printed name of Notary Public
My Commission Expires: 4/10/15



APPENDIX E

Declarations of Restrictions

No.	Item	Appendices Page
1	Existing Zoning Declaration of Restrictions	103
2	Applicant's Proffered Declaration of Restrictions	109

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2-55-39

RESTRICTION

CRB. 5891/633

THIS INSTRUMENT made this 28th day of March, 1968, by
MOST AVAILABLE, INC., a Florida corporation, being the owner in fee
simple of that certain real property located in Dade County, Florida,
described as follows, to-wit:

A 162 acre parcel of land in Section 2, Township 55 South, Range 39 East,
particularly described as follows, to-wit:

Commence at the SW corner of the SE $\frac{1}{4}$ of Section 2, Township 55 South, Range
39 East; Thence run due North along the West line of the SE $\frac{1}{4}$ of said Section
2 for a distance of 1,170.0 feet to a point on a circular curve; Thence run
due East for a distance of 180.0 feet to the point of beginning of the tract
of land herein described; Thence run South and East along a circular curve
concave to the NE, having a radius of 300.0 feet through a central angle of
90 degrees for an arc distance of 471.24 feet to the end of said curve; Thence
run due East for a distance of 210.0 feet to the beginning of a tangential
circular curve; Thence run Easterly along said circular curve concave to the
South, having a radius of 630.0 feet through a central angle of 23 degrees 30
minutes for an arc distance of 258.40 feet to a point of reverse curve; Thence
run in an Easterly direction along a circular curve, concave to the North, having
a radius of 1,625.0 feet through a central angle of 26 degrees 00 minutes for
an arc distance of 737.40 feet to a point of compound curve; Thence run North-
erly and Westerly along said curve, concave to the West, having a radius of
245.0 feet through a central angle of 150 degrees 00 minutes for a distance of
641.41 feet to a point of reverse curve; Thence Westerly along said curve whose
center bears North 27 degrees 30 minutes East having a radius of 470.0 feet
through a central angle of 30 degrees 15 minutes for an arc distance of 248.14 feet
to a point of reverse curve; Thence run in a Westerly direction along said
curve, concave to the Southwest, having a radius of 860.0 feet through a central
angle of 46 degrees 19 minutes 49 seconds for an arc distance of 695.41 feet
to the end of said curve. The center of the aforesaid circular curve bears South
11 degrees 25 minutes 11 seconds West; Thence run West, North and East along

This instrument prepared by:
Arnold Nevins, Attorney
325 Arthur Godfrey Road, N.P.

a circular curve whose center bears North 19 degrees 12 minutes 42 seconds West and having a radius of 170.0 feet through a central angle of 235 degrees 58 minutes 28 seconds for an arc distance of 700.15 feet to the intersection of a circular curve whose center bears South 10 degrees 44 minutes 08 seconds West; Thence run Southeasterly along said circular curve having a radius of 1,160.0 feet through a central angle of 47 degrees 00 minutes 53 seconds for an arc distance of 951.84 feet to a point of reverse curve; Thence run Easterly and Northerly along said circular curve concave to the Northwest having a radius of 170.0 feet through a central angle of 155 degrees 45 minutes for an arc distance of 462.12 feet to the end of said curve; Thence run North 8 degrees 00 minutes West for a distance of 680.0 feet to the beginning of a tangential circular curve; Thence run Northerly along said circular curve, concave to the East having a radius of 250.0 feet through a central angle of 24 degrees 45 minutes for an arc distance of 212.28 feet to a point of reverse curve; Thence run Northerly along said curve, concave to the West, having a radius of 215.0 feet through a central angle of 37 degrees 45 minutes for an arc distance of 141.66 feet to the end of said curve; Thence run North 11 degrees 00 minutes West for a distance of 325.0 feet to the beginning of a tangential circular curve; Thence run North along said curve concave to the East, having a radius of 500 feet through a central angle of 32 degrees 00 minutes for an arc distance of 279.25 feet to a point of reverse curve; Thence run North along said curve, concave to the West, having a radius of 950.0 feet through a central angle of 30 degrees 30 minutes for an arc distance of 505.71 feet to a point of compound curve; Thence run Northwesterly along said curve concave to the Southwest having a radius of 2,180.0 feet through a central angle of 18 degrees 40 minutes 43 seconds for an arc distance of 710.69 feet to the end of said curve whose center bears South 61 degrees 49 minutes 17 seconds West; Thence run North 88 degrees 00 minutes West for a distance of 104.55 feet to the beginning of a tangential circular curve; Thence run Southwesterly along said curve concave to the Southeast, having a radius of 1,130.0 feet through a central angle of 36 degrees 30 minutes for an arc distance of 719.86 feet to a point of compound curve; Thence run Southerly along said curve, concave to the Southeast having a radius of 800.0 feet through a central angle of 37 degrees 00 minutes for an arc distance of 560.28 feet to the end of said curve; Thence run South 18 degrees 30 minutes West for a distance of 340.0 feet to a point; Thence run North 71

degrees 30 minutes ~~15~~ for a distance of 300.0 feet to a point; Thence run North 18 degrees 30 minutes East for a distance of 480.0 feet; Thence run North 10 degrees 30 minutes East for a distance of 470.0 feet to a point; Thence run South 80 degrees 00 minutes West for a distance of 255.0 feet to the beginning of a tangential circular curve; Thence run Southwesterly along said curve concave to the Southeast having a radius of 360.0 feet through a central angle of 54 degrees 30 minutes for an arc distance of 242.43 feet to a point of reverse curve; Thence run Southwesterly along said curve concave to the Northwest, having a radius of 1,215.0 feet through a central angle of 30 degrees 45 minutes for an arc distance of 440.02 feet to a point of compound curve; Thence run along said curve concave to the North having a radius of 470.0 feet through a central angle of 53 degrees 45 minutes for an arc distance of 440.91 feet to a point of reverse curve; Thence run Westerly along said curve concave to the South, having a radius of 640.0 feet through a central angle of 21 degrees 14 minutes 22 seconds for an arc distance of 237.25 feet to a point of compound curve;

Thence run Westerly along said curve concave to the Southeast having a radius of 1,350.0 feet through a central angle of 19 degrees 48 minutes 51 seconds for an arc distance of 466.86 feet to the end of said curve whose center bears South 23 degrees 03 minutes 13 seconds East; Thence run Southerly along a circular curve, whose center bears South 55 degrees 30 minutes East, having a radius of 275.0 feet through a central angle of 75 degrees 00 minutes for an arc distance of 359.94 feet to a point of compound curve; Thence run Easterly along said curve concave to the Northeast having a radius of 975.0 feet through a central angle of 31 degrees 30 minutes for an arc distance of 536.03 feet to the end of said curve; Thence South 72 degrees 00 minutes East for a distance of 130.0 feet to the beginning of a tangential circular curve; Thence run Southeasterly along said curve concave to the Southwest having a radius of 590.0 feet through a central angle of 45 degrees 15 minutes for an arc distance of 465.96 feet to a point of reverse curve; Thence run Southeasterly along said curve concave to the Northeast having a radius of 230.0 feet through a central angle of 41 degrees 15 minutes for an arc distance of 165.59 feet to a point of reverse curve; Thence run Southeasterly along said curve concave to the Southwest having a radius of 410.0 feet through a central angle of 24 degrees 00 minutes for an arc distance of 171.74 feet to a point of compound curve; Thence run Southerly along said curve concave to the Southwest having a radius of 910.0 feet through a central angle of 37 degrees 00 minutes for an arc distance of 587.65 feet to a point of reverse curve; Thence run Southerly along said curve concave to the Northeast having a radius of 1,800.0 feet

through a central angle of 15 degrees 00 minutes for an arc distance of 471.24 feet to a point of reverse curve; Thence run South along said curve concave to the West, having a radius of 470.0 feet through a central angle of 45 degrees 00 minutes for a distance of 369.14 feet to a point of reverse curve; Thence run South along said curve concave to the East having a radius of 300.0 feet through a central angle of 23 degrees 00 minutes for an arc distance of 120.43 feet to the point of beginning.

The aforescribed property may only be used for the following purposes:

A golf course and for the operation of a country club which may include a clubhouse, pro shop, locker rooms, swimming pools, cabanas, liquor, beer and wine bar facilities, dining room facilities, parking, tennis courts, putting greens, golf driving ranges and all other uses incidental thereto.

These restrictions shall continue for a period of ninety-nine years unless released or revised by the Board of County Commissioners of the County of Dade, State of Florida, or its successors with the consent of 75% of the members of the corporation owning the aforescribed property and those owners within 150 feet of the exterior boundaries of the aforescribed property.

IN WITNESS WHEREOF, the undersigned has caused these presents to be signed by its proper officers, and its corporate seal to be affixed, the day and year first above written.

Signed, Sealed and Delivered
in the Presence of:

MOST AVAILABLE, INC.

By Stanley Glaser
Stanley Glaser, President

Attest: Carl Westman
Carl Westman, Secretary

STATE OF FLORIDA)
COUNTY OF DADE) SS:

(Corporate Seal)

I HEREBY CERTIFY that on this 28th day of March, 1968, before me personally appeared Stanley Glaser and Carl Westman, President and Secretary respectively of Most Available, Inc., a corporation under the laws of the State of Florida, to me known to be the persons who signed the foregoing instrument as such officers and severally acknowledged the execution thereof to be their free act and deed as such officers for the uses and purposes therein mentioned and that they affixed thereto the official seal of said corporation, and that the said instrument is the act and deed of said corporation.

WITNESS my signature and official seal at Miami, in the County and State aforesaid, the day and year last aforesaid.

Notary Public
Notary Public

This instrument prepared by
Brian S. Adler, Esquire
Bilzin Sumberg Baena Price & Axelrod LLP
1450 Brickell Avenue
Suite 2300
Miami, Florida 33131-3456

(Space reserved for Clerk)

DECLARATION OF RESTRICTIONS

WHEREAS, the undersigned, Northeastern Golf LLC, a Florida limited liability company, and Fort Dallas Golf Club, Ltd., a Florida limited partnership (collectively, “Owners”), hold the fee simple title to the land in Miami-Dade County, Florida, described in Exhibit “A,” attached hereto (“Property”); and

WHEREAS, the Owners have applied for an amendment to the Miami-Dade County Comprehensive Development Master Plan (“CDMP”) in the May 2016 Cycle and said amendment is identified as Application No. 7 (“Application”); and

WHEREAS, the Application seeks to re-designate the Property from “Parks and Recreation” to “Low-Medium Density Residential” on the Miami-Dade County Comprehensive Development Master Plan adopted Land Use Plan (“LUP”) map.

NOW, THEREFORE, in order to assure Miami-Dade County, Florida (“County”) that the representations made by the Owners during consideration of the Application will be abided by, the Owners freely, voluntarily, and without duress make the following Declaration of Restrictions (“Declaration”) covering and running with the Property.

1. Conceptual Site Plan. Subject to approval through the zoning process, the Property will be developed in substantial conformity with the conceptual (bubble) site plan entitled “Preliminary Calusa Golf Course,” prepared by GL Homes, dated the __ day of ____, 201__ (“Conceptual Site Plan”). Owners anticipate filing an application to rezone the Property to allow for development of the Property (“Zoning Application”). The final site plan that will be submitted in connection with the Zoning Application for the Property will be in substantial conformity with the Conceptual Site Plan. The Conceptual Site Plan merely sets forth the total number and types of residential units proposed for the Property, and the location of certain designated green and buffered areas as further defined in this Declaration, but is not intended to show the exact location and orientation of buildings, or other design features of the units to be located on the Property. The Owners acknowledge that the future rezoning and development of the Property shall require one or more detailed site plan approvals by the County which will determine, among other things, the exact type of units, location, distribution, orientation and other requirements for compliance with all applicable zoning, fire, and public works review standards.

2. Number of Units. Notwithstanding the density and number of residential units that may be permitted by the land use designation sought by the Owners, development of the Property shall not exceed a total of one thousand one hundred (1,100) residential dwelling units. Notwithstanding the depiction of the units on the Conceptual Site Plan, the multi-family units may be developed as single-family homes in accordance with the zoning approvals granted by the appropriate board.

3. Covenant Running with the Land. This Declaration on the part of the Owners shall constitute a covenant running with the land and shall be recorded, at Owners' expense, in the public records of the County and shall remain in full force and effect and be binding upon the undersigned Owners, and their heirs, successors and assigns until such time as the same is modified or released. These restrictions shall be for the benefit of, and limitation upon, all present and future owners of the Property and for the benefit of the County and the public welfare. The Owners, and their heirs, successors and assigns, acknowledge that acceptance of this Declaration does not in any way obligate or provide a limitation on the County.

4. Term. This Declaration is to run with the land and shall be binding on all parties and all persons claiming under it for a period of thirty (30) years from the date this Declaration is recorded after which time it shall be extended automatically for successive periods of ten (10) years each, unless an instrument signed by the then owner(s) of the Property, in accordance with paragraph five (5) below, has been recorded agreeing to change the Declaration in whole, or in part, provided that the Declaration has first been modified or released by the County.

5. Modification, Amendment, Release. This Declaration may be modified, amended or released as to the land herein described, or any portion thereof, by a written instrument executed by the then owner(s) of the Property, provided that the same is also approved by the County Board of County Commissioners. Notwithstanding the foregoing, if any portion of the Property has been submitted to the condominium form of ownership or another collective ownership structure ("Submitted Portion"), then such consent shall be given by the condominium association, property owners' association, or other entity governing such Submitted Portion rather than the individual unit, parcel, or lot owners or their mortgagees. Any such modification, amendment or release shall be subject to the provisions governing amendments to the CDMP, as set forth in Chapter 163, Part II, Florida Statutes or successor legislation that may, from time to time, govern amendments to the CDMP (hereinafter "Chapter 163"). Such modification, amendment or release shall also be subject to the provisions governing amendments to the CDMP as set forth in Section 2-116.1 of the County Code, or successor regulations governing modifications to the CDMP. In the event that the Property is incorporated within a new municipality or annexed into an existing municipality, and the successor municipality amends, modifies, or declines to adopt the provisions of Section 2-116.1 of the County Code, then modifications, amendments or releases of this Declaration shall be subject to Chapter 163 and the provisions of such ordinances as may be adopted by such successor municipality for the adoption of amendments to its comprehensive plan; or, in the event that the successor municipality does not adopt such ordinances, subject to Chapter 163 and by the provisions for the adoption of zoning district boundary changes. It is provided, however, that in the event that the successor municipality approves a modification or deletion of this Declaration, such modification or deletion shall not be effective until approved by the County Board of County Commissioners, in accordance with applicable procedures. Should this Declaration be so modified, amended, or released, the Director of the Department of Regulatory and Economic Resources or

the executive officer of a successor department, or, in the absence of such Director or executive officer, by his or her assistant in charge of the office in his/her absence, shall execute a written instrument effectuating and acknowledging such modification, amendment, or release.

6. Enforcement. Enforcement shall be by action against any parties or person violating, or attempting to violate, any covenants. The prevailing party in any action or suit pertaining to or arising out of this Declaration shall be entitled to recover, in addition to costs and disbursements allowed by law, such sum as the Court may adjudge to be reasonable for the services of his attorney. This enforcement provision shall be in addition to any other remedies available at law, in equity or both.

7. County Inspections. As further part of this Declaration, it is hereby understood and agreed that any official inspector of the County, or its agents duly authorized, may have the privilege at any time during normal working hours of entering and inspecting the use of the premises to determine whether or not the requirements of the building and zoning regulations and the conditions herein agreed to are being complied with.

8. Authorization for the County (or successor municipality) to Withhold Permits and Inspections. In the event the terms of this Declaration are not being complied with, in addition to any other remedies available, the County (or successor municipality) is hereby authorized to withhold any further permits, and refuse to make any inspections or grant any approvals, until such time as this Declaration is complied with.

9. Election of Remedies. All rights, remedies and privileges granted herein shall be deemed to be cumulative and the exercise of any one or more shall neither be deemed to constitute an election of remedies, nor shall it preclude the party exercising the same from exercising such other additional rights, remedies or privileges.

10. Presumption of Compliance. Where construction has occurred on the Property or any portion thereof, pursuant to a lawful permit issued by the County (or successor municipality), and inspections made and approval of occupancy given by the County (or successor municipality), then such construction, inspection and approval shall create a rebuttable presumption that the buildings or structures thus constructed comply with the intent and spirit of this Declaration.

11. Severability. Invalidation of any one of these covenants, by judgment of Court, shall not affect any of the other provisions which shall remain in full force and effect. However, if any material portion is invalidated, the County shall be entitled to revoke any approval predicated upon the invalidated portion

12. Recordation and Effective Date. This Declaration shall be filed of record in the public records of the County at the cost of the Owners following the approval of the Application by the County Board of County Commissioners. This Declaration shall become effective immediately upon recordation. Notwithstanding the previous sentence, if any appeal is filed, and the disposition of such appeal results in the denial of the Application, in its entirety, then this Declaration shall be null and void and of no further effect. Upon the disposition of an appeal that results in the denial of the Application, in its entirety, and upon written request, the Director of the

Department of Regulatory and Economic Resources or the executive officer of the successor of said department, or in the absence of such director or executive officer by his/her assistant in charge of the office in his/her absence, shall forthwith execute a written instrument, in recordable form, acknowledging that this Declaration is null and void and of no further effect.

13. Acceptance of Declaration. The Owners acknowledge that acceptance of this Declaration does not obligate the County in any manner, nor does it entitle the Owners to a favorable recommendation or approval of any application, zoning or otherwise, and the County Board of County Commissioners retains its full power and authority to deny each such application in whole or in part and decline to accept any conveyance.

14. Owners. The term Owners shall include all heirs, assigns, and successors in interest.

IN WITNESS WHEREOF, the undersigned have duly executed this Declaration effective as of the ____ day of ____ 201__.

WITNESSES:

Signature

Print Name

Signature

Print Name

OWNERS:

NORTHEASTERN GOLF LLC,
a Florida limited liability company

By: _____
Name: _____
Title: _____

STATE OF FLORIDA }
) SS
COUNTY OF MIAMI-DADE }

The foregoing instrument was acknowledged before me this _____ day of ____, 201__ by _____, as _____ of Northeastern Golf LLC, a Florida limited liability company, who is personally known to me or produced a valid driver's license as identification.

Notary Public

Sign Name: _____

Print Name: _____

My Commission Expires:

Serial No. (None, if blank): _____
(NOTARIAL SEAL)

WITNESSES:

Signature

Print Name

Signature

Print Name

OWNERS:

FORT DALLAS GOLF CLUB, LTD.
a Florida limited partnership

By: _____

Name: _____

Title: _____

STATE OF FLORIDA }
) SS
COUNTY OF MIAMI-DADE }

The foregoing instrument was acknowledged before me this _____ day of ____, 201__
by _____, as _____ of Fort Dallas Golf Club, Ltd., a Florida
limited partnership, who is personally known to me or produced a valid driver's license as
identification.

Notary Public

Sign Name: _____

Print Name: _____

My Commission Expires:

Serial No. (None, if blank): _____

(NOTARIAL SEAL)

EXHIBIT "A"

Parcel A

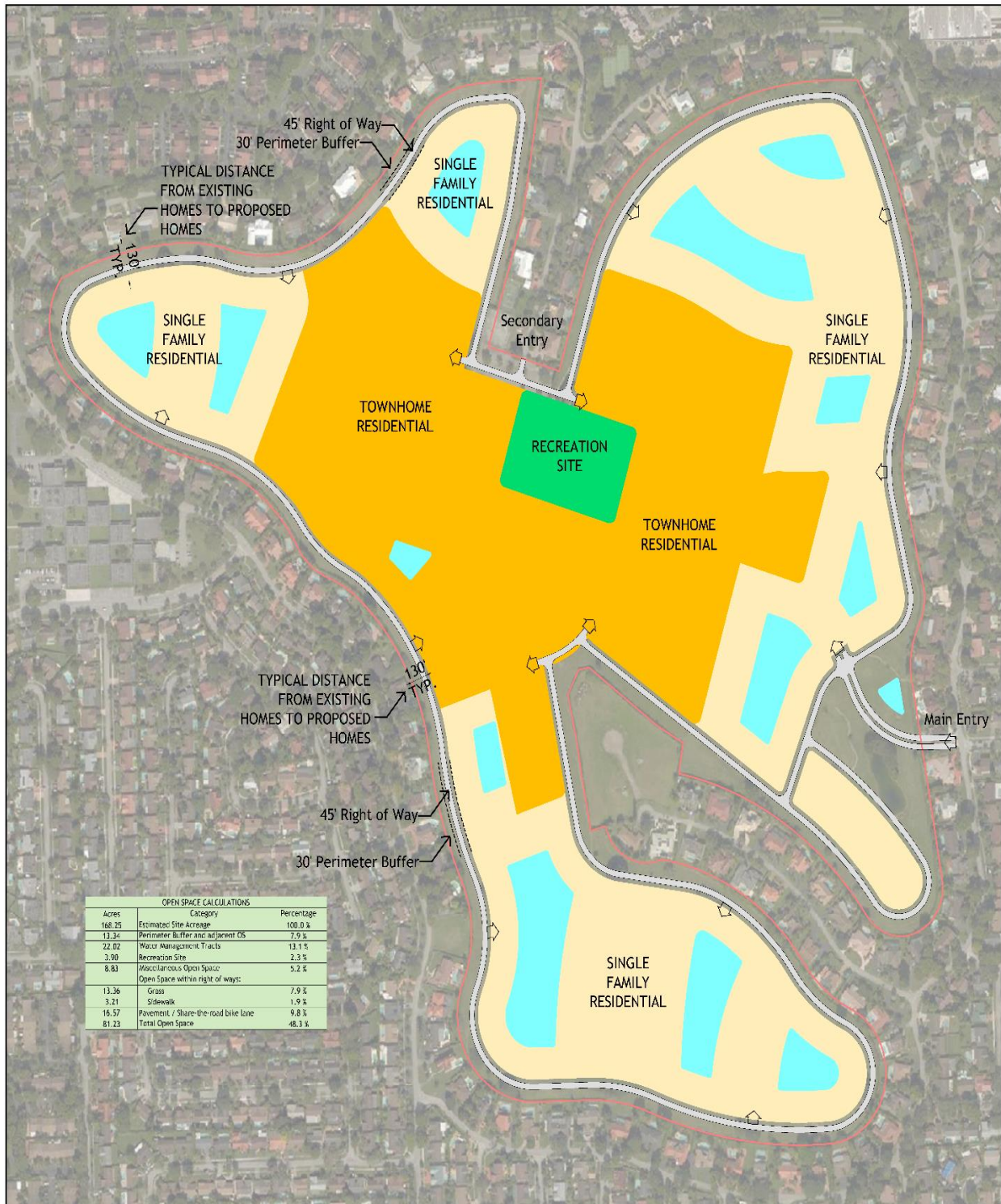
A portion of Section 2, Township 55 South, Range 39 East, Miami-Dade County, Florida, being more particularly described as follows:

Commence at the southwest corner of the Southeast 1/4 of Section 2, Township 55 South, Range 39 East, Miami-Dade County, Florida; thence run due North along the West line of the Southeast 1/4 of said Section 2 for a distance of 1,170.00 feet to a point on a circular curve, thence run due East for a distance of 180.00 feet to the Point of Beginning of the parcel of land hereinafter described; thence run south and east along a circular curve concave to the northeast, having a radius of 300.00 feet through a central angle of 90° 00' 00" for an arc distance of 471.24 feet to the end of said curve; thence run due East for a distance of 210.00 feet to the beginning of a tangential circular curve; thence run easterly along said circular curve concave to the south, having a radius of 630.00 feet through a central angle of 23° 30' 00" for an arc distance of 258.40 feet to a point of reverse curve; thence run in an easterly direction along a circular curve, concave to the north, having a radius of 1,625.00 feet through a central angle of 26° 00' 00" for an arc distance of 737.40 feet to a point of compound curve; thence run northerly and westerly along said curve, concave to the west, having a radius of 245.00 feet through a central angle of 150° 00' 00" for a distance of 641.41 feet to a point of reverse curve; thence westerly along said curve whose center bears North 27° 30' 00" East having a radius of 470.00 feet through a central angle of 30° 15' 00" for an arc distance of 248.14 feet to a point of reverse curve; thence run in a westerly direction along said curve, concave to the southwest, having a radius of 860.00 feet through a central angle of 46° 19' 49" for an arc distance of 695.41 feet to the end of said curve; the center of the aforesaid circular curve bears South 11° 25' 11" West; thence run northwesterly along a circular curve concave to the northeast, whose center bears North 19° 12' 42" West, having a radius of 170.00 feet through a central angle of 95° 51' 35" for an arc distance of 284.42 feet to a point; thence run South 76° 38' 44" West for a distance of 61.63 feet; thence run North 09° 40' 13" West for a distance of 190.77 feet; thence run North 08° 09' 57" West for a distance of 123.19 feet; thence run North 11° 08' 18" West for a distance of 164.87 feet; thence run North 30° 43' 47" East for a distance of 97.08 feet; thence run North 82° 41' 47" East for a distance of 47.56 feet; thence run South 50° 36' 36" East for a distance of 220.48 feet; thence run South 52° 45' 10" East for a distance of 117.31 feet; thence run South 57° 45' 50" East for 116.93 feet; thence run South 12° 10' 21" West for a distance of 106.45 feet to a point on a circular curve concave to the southwest; thence run southeasterly along said circular curve whose center bears South 12° 10' 21" West and having a radius of 1160.00 feet through a central angle of 45° 34' 40" for an arc distance of 922.76 feet to a point of reverse curve; thence run easterly and northerly along said circular curve concave to the northwest having a radius of 170.00 feet through a central angle of 155° 45' 00" for an arc distance of 462.12 feet to the end of said curve; thence run North 08° 00' 00" West for a distance of 680.00 feet to the beginning of a tangential circular curve; thence run northerly along said circular curve concave to the east having a radius of 350.00 feet through a central angle of 34° 45' 00" for an arc distance of 212.28 feet to a point of reverse curve; thence run northerly along said circular curve, concave to the west, having a radius of 215.00 feet through a central angle of 37° 45' 00" for an arc distance of 141.66 feet to the end of said curve; thence run North 11° 00' 00" West for a distance of 325.00 feet to the beginning of a tangential circular curve; thence run north along said curve concave to the east, having a radius of 500.00 feet through a central angle of 32° 00' 00" for an arc distance of 279.25

feet to a point of reverse curve; thence run north along said curve concave to the west, having a radius of 950.00 feet through a central angle of 30° 30' 00" for an arc distance of 505.71 feet to a point of compound curve; thence run northwesterly along said curve concave to the southwest having a radius of 2,180.00 feet through a central angle of 18° 40' 43" for an arc distance of 710.69 feet to the end of said curve whose center bears South 61° 49' 17" West; thence run North 88° 00' 00" West for a distance of 104.55 feet to the beginning of a tangential circular curve; thence run southwesterly along said curve concave to the southeast, having a radius of 1,130.00 feet through a central angle of 36° 30' 00" for an arc distance of 719.86 feet to a point of compound curve; thence run southerly along said curve, concave to the southeast having a radius of 880.00 feet through a central angle of 37° 00' 00" for an arc distance of 568.27 feet to the end of said curve; thence run South 18° 30' 00" West for a distance of 340.00 feet to a point; thence run North 71° 30' 00" West for a distance of 300.00 feet to a point; thence run North 18° 30' 00" East for a distance of 480.00 feet; thence run North 10° 30' 00" East for a distance of 470.00 feet to a point; thence run South 88° 00' 00" West for a distance of 255.00 feet to the beginning of a tangential circular curve; thence run southwesterly along said curve concave to the southeast having a radius of 360.00 feet through a central angle of 54° 30' 00" for an arc distance of 342.43 feet to a point of reverse curve; thence run southwesterly along said curve concave to the northwest, having a radius of 1,215.00 feet through a central angle of 20° 45' 00" for an arc distance of 440.02 feet to a point of compound curve; thence run westerly along said curve concave to the north having a radius of 470.00 feet through a central angle of 53° 45' 00" for an arc distance of 440.91 feet to the point of reverse curve; thence run westerly along said curve concave to the south, having a radius of 640.00 feet through a central angle of 21° 14' 22" for an arc distance of 237.25 feet to a point of compound curve; thence run westerly along said curve concave to the southeast, having a radius of 1,350.00 feet through a central angle of 19° 48' 51" for an arc distance of 466.86 feet to the end of said curve whose center bears South 23° 03' 13" East; thence run southerly along a circular curve, whose center bears South 55° 30' 00" East, having a radius of 275.00 feet through a central angle of 75° 00' 00" for an arc distance of 359.97 feet to a point of compound curve; thence run southeasterly along said curve concave to the northeast having a radius of 975.00 feet through a central angle of 31° 30' 00" for an arc distance of 536.03 feet to the end of said curve; thence South 72° 00' 00" East for a distance of 130.00 feet to the beginning of a tangential circular curve; thence run southeasterly along said curve concave to the southwest having a radius of 590.00 feet through a central angle of 45° 15' 00" for an arc distance of 465.96 feet to a point of reverse curve; thence run southeasterly along said curve concave to the northeast having a radius of 230.00 feet through a central angle of 41° 15' 00" for an arc distance of 165.59 feet to a point of a reverse curve; thence run southeasterly along said curve concave to the southwest having a radius of 410.00 feet through a central angle of 24° 00' 00" for an arc distance of 171.74 feet to a point of compound curve; thence run southerly along said curve concave to the southwest having a radius of 910.00 feet through a central angle of 37° 00' 00" for an arc distance of 587.65 feet to a point of reverse curve; thence run southerly along said curve concave to the northeast having a radius of 1,800.00 feet through a central angle of 15° 00' 00" for an arc distance of 471.24 feet to a point of reverse curve; thence run southerly along said curve concave to the west, having a radius of 435.87 feet through a central angle of 45° 00' 00" for a distance of 342.33 feet; thence run South 23° 00' 00" West for a distance of 24.13 feet; thence run south along a tangential curve concave to the east having a radius of 300.00 feet through a central angle of 23° 00' 00" for an arc distance of 120.43 feet to the Point of Beginning.

MIAMI 5115753.5 82350/48495

Conceptual (Bubble) Site Plan



GLHOMES

1600 SAWGRASS CORPORATE PKWY SUITE 400
SUNRISE, FLORIDA 33323

P R E L I M I N A R Y

CALUSA GOLF COURSE

NOTE: THIS IS A CONCEPTUAL PLAN AND SUBJECT TO CHANGE



Scale: 1" = 100'

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APPENDIX F

Fiscal Impact Analysis

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Fiscal Impacts On Infrastructure and Services

On October 23, 2001, the Board of County Commissioners adopted Ordinance No. 01-163 requiring the review procedures for amendments to the Comprehensive Development Master Plan (CDMP) to include a written evaluation of fiscal impacts for any proposed land use change. The following is a fiscal evaluation of Application No. 7 of the May 2016 Cycle Applications to amend the CDMP from County departments and agencies responsible for supplying and maintaining infrastructure and services relevant to the CDMP. The evaluation estimates the incremental and cumulative costs of the required infrastructure and service, and the extent to which the costs will be borne by the property owner(s) or will require general taxpayer support and includes an estimate of that support.

The agencies use various methodologies for their calculations. The agencies rely on a variety of sources for revenue, such as, property taxes, impact fees, connection fees, user fees, gas taxes, taxing districts, general fund contribution, federal and state grants, federal funds, etc. Certain variables, such as property use, location, number of dwelling units, and type of units were considered by the service agencies in developing their cost estimates.

Solid Waste Services

Level of Service Standard

The adopted level of service standard (LOS) for the County Public Works and Waste Management System (PWWM) is as follows: to maintain sufficient waste disposal capacity to accommodate waste flows committed to the System through long term contracts or interlocal agreements with municipalities and private waste haulers, and anticipated uncommitted waste flows, for a period of five years. As of FY 2015-16, the PWWM is in compliance with this standard, meaning that there is adequate disposal capacity to meet projected growth in demand, inclusive of the application reviewed here, which is not anticipated to have a negative impact on disposal service.

Fiscal Impact for Provision of Solid Waste Services - Concurrency

Since the PWWM assesses capacity on a system-wide basis, it is not practical or necessary to make determinations concerning the adequacy of solid waste disposal capacity on a case-by-case basis. Instead, the PWWM issues a periodic assessment of the County's status in terms of 'concurrency' that is, the ability to maintain the adopted LOS system-wide.

Fiscal Impact – Residential Collection and Disposal Service

Currently, the household waste collection fee is \$439 per residential unit, which also covers costs for waste disposal, bulky waste pick-up, illegal dumping clean-up, trash and recycling center operations, curbside recycling and code enforcement.

Fiscal Impact – Waste Disposal Capacity and Service

The cost of providing disposal capacity for WCSA customers, municipalities and private haulers is paid for by System users. In FY 2015-16, the PWWM charges a contract disposal rate of \$66.27 per ton to DSWM Collections and those private haulers and municipalities with long-term disposal agreements. The short-term disposal rate is \$87.38 per ton in FY 2015-16

These rates adjust annually with the Consumer Price Index, South Region. In addition, the PWWM charges a Disposal Facility Fee to private haulers equal to 15 percent of their annual

gross receipts, which is used to ensure availability of disposal capacity in the System. Landfill closure, remediation and long-term care are funded by a portion of the Utility Service Fee charged to all customers of the County's Water and Sewer Department.

Water and Sewer

The Miami-Dade County Water and Sewer Department (WASD) provides for the majority of water and sewer service needs throughout the county. The cost estimates provided herein are preliminary and final project costs will vary from these estimates. The final costs for the project and resulting feasibility will depend on the actual labor and materials costs, competitive market conditions, final project scope implementation schedule, continuity of personnel and other variable factors. The water impact fee was calculated at a rate of \$1.39 per gallon per day (gpd), and the sewer impact fee was calculated at a rate of \$5.60 per gpd. The annual operations and maintenance cost was based on \$1.3982 per 1,000 gallons for water and \$1.9789 per 1,000 gallons for sewer.

The applicant requests a change to the CDMP Land Use Plan map to redesignate the subject ±168.129-gross acre site from "Parks and Recreation" to "Low-Medium Density Residential" Category. With the requested designation the applicant is proffering a Declaration of Restrictions that would restrict the development of the application site at a maximum density of 8 dwelling units per acre or 1,345 residential units. If the proposed covenant is accepted and the application site is developed with 1,345 units, the water connection charges/impact fees are estimated at \$336,519. Sewer connection charges/impact fees are estimated at \$1,355,760. The total annual operating and maintenance costs for the residential development would total \$298,423. The estimated cost of installing the required 19,000 linear feet of 8-inch water main for the maximum restricted development to connect to the County's regional water system is estimated at \$6,493,820. The estimated costs of installing the required 3,000 linear feet of 12-inch sewer force main, and 15,000 linear feet of 8-inch sewer force main to connect to the County's regional sewer system are estimated at \$1,164,990 and \$4,451,700, respectively. One pump station estimated at \$1,000,000 each would be needed to connect to the County's regional sewer system, The total potential cost for connecting to the regional water and sewer systems including engineering fees (13%) and contingency fees (15%) is estimated at \$13,110,510.

Flood Protection

The Miami-Dade County Division of Environmental and Resources Management (DERM) is responsible for the enforcement of current stormwater management and disposal regulations. These regulations require that all new development provide full on-site retention of the stormwater runoff generated by the development. The drainage systems serving new developments are not allowed to impact existing or proposed public stormwater disposal systems, or to impact adjacent properties. The County is not responsible for providing flood protection to private properties, although it is the County's responsibility to ensure and verify that said protection has been incorporated in the plans for each proposed development. The above noted determinations are predicated upon the provisions of Chapter 46, Section 4611.1 of the South Florida Building Code; Section 24-58.3(G) of the Code of Miami-Dade County, Florida; Chapter 40E-40 Florida Administrative Code, Basis of Review South Florida Water Management District (SFWMD); and Section D4 Part 2 of the Public Works Manual of Miami-Dade County. All these legal provisions emphasize the requirement for full on-site retention of stormwater as a post development condition for all proposed commercial, industrial, and residential subdivisions.

Additionally, DERM staff notes that new development, within the urbanized area of the County, is assessed a stormwater utility fee. This fee commensurate with the percentage of impervious area of each parcel of land, and is assessed pursuant to the requirements of Section 24-61, Article IV, of the Code of Miami-Dade County. Finally, according to the same Code Section, the proceedings may only be utilized for the maintenance and improvement of public storm drainage systems.

Based upon the above noted considerations, it is the opinion of DERM that Ordinance No. 01-163 will not change, reverse, or affect these factual requirements.

Public Schools

The proposed amendment could result in 450 additional students, if approved and developed with residences. The average cost for K-12 grade students amounts to \$9,645 per student. Of the 450 students, 198 will attend elementary schools, 114 will attend middle schools students and 138 will attend senior high schools. The total annual operating cost for additional students residing in this development, if approved, would total \$4,340,250. Since there is sufficient concurrency capacity to accommodate the additional students, there are no capital costs. If at the time of issuing a development order and reserving student stations for the development, pursuant to the school concurrency, there is not sufficient capacity, the capital costs will be addressed at that time.

Fire Rescue

The Miami-Dade County Fire and Rescue Department (MDFR) indicates that fire and rescue service in the vicinity of the subject application site is adequate.

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APPENDIX G

Photos of Site and Surroundings

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Northwestward view of the application site from the main entrance to the golf course on N Calusa Club Drive



Calusa Elementary School west of the application site across W Calusa Club Drive



Estate homes along E Calusa Club Drive with the cul-de-sac dead end



Southeast view of the application site from the out-parcels across the cul-de-sac of the E Calusa Drive with estate homes along W Calusa Club Drive in the distant background.